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Infrastructural company in the development of the Euroregion Bug

Local and regional issues of comprehensive shaping of the logistical centre in Małaszewicze in Southern Podlasie, the need to overcome infrastructural peripheral character of the areas of the eastern borderlands, specific issues of the spatial infrastructural "blockade", which is Warsaw agglomeration for the development of the Euroregion Bug; all this have found a common denominator in terms of transport capacity of this Euroregion [Brdulak, 1995]. The modern technical infrastructure transport ends today in Warsaw and its absence will significantly affect the limited transport accessibility of Euroregion Bug, whose Polish part is the Lublin province, with all the socio-economic impact of increasing developmental disparities.

Another issue is the internationalization of the Pan-European transport Corridor No. II, whose route leads through the northern part of the Euroregion Bug [Brdulak, Zakrzewski, 2013, Zakrzewski, 2016]. Further delay of the motorways investments leads to the creation, east of Warsaw, of the motorway "void", while the Polish Eastern neighbours have, in the analyzed corridor, the motorways or the roads close to the standards of main highways. One should not assume that the difficulties in international trade in Central Europe will last forever, especially that the entrepreneurial representatives of the business practice have shown here great flexibility and ability to adapt to the changing political realities. If the freight movement in the corridor, in recent years, has increased, then some of the proposals announcing the replacement of motorways with the roads with alternating lanes of traffic cannot stand up to the criticism. My argument is that without proper technical transport infrastructure in the Eastern Poland, especially in the Euroregion Bug, soon the international interest in prime logistical locations in the border zone will expire, especially in the areas of the large, border railway stations [Brdulak, Zakrzewski, 2013]. Added to this is an important aspect of management, so characteristic in the matters of organization and operation of transport infrastructure [Banak, et al., 2014].

The aim of this article is to characterize the transport potential of the Euroregion Bug. Being a cross-border region through which many loads of cargo are transported, it does not use its full transport capacity, which, well-targeted, could ensure this border region rapid economic development. The fact that the Euroregion Bug is a transit region seems to be an advantage, because not every geographical land is a place of so many important transport routes, major streams of cargo, goods and people [Brdulak, Zakrzewski, 2015]. Transit is therefore an opportunity, but there is also the risk that its potential opportunities may not be properly ex-

ploited. The article's aim will be achieved based on the analysis of public written sources.

The basic research method here is to analyses and assessment as well as the review of the literature. The material for scientific inquiry are here both: books, articles, internal documents and internet sources. The material consists of three interconnected paragraphs. The talk here is of: pan-European transport corridors on the Polish territory, Pan-European Transport Corridor No. II as an element of Euroregion Bug transport infrastructure, and at last of the Euroregion Bug and its cross-border transport opportunities and dangers. The article recognizes in this respect the essential elements of the transport potential of the Euroregion Bug, and is worth studying by both, the local authorities, logistical entities from the studied area and potential investors. Therefore, it is original, creative and touches important local solutions to be implemented.

International transport corridors in the Polish territory

The international transport corridors serve to complement the European base and complementary TEN-T network. Between 1991 (Prague), 1994 (Crete) and 1997 (Helsinki), there were three conferences of the European Union transport ministers (with the participation of ministers of the countries associated with the EU, including Poland), determining the routes of the European transport corridors. During the meeting in Crete, the routes of ten core corridors were determined, and as a result of the meeting in Helsinki, other corridors were added. These corridors are supposed to integrate, by 2020, the infrastructure of Central and Eastern Europe with the countries of the European Union. Four of these corridors run through Poland, linking the different parts of Europe. The routes of the corridors which pass through the Republic of Poland were established as follows [Banak, et al., 2014, Brdulak, Zakrzewski, 2013]:

- Corridor No. I: Helsinki-Tallinn-Riga-Kaunas-Warsaw; Branch IA Riga-Kaliningrad-Gdansk;
- Corridor No. II: Berlin-Warsaw-Minsk-Moscow-Nizhny Novgorod;
- Corridor No. III: Berlin-Wroclaw-Katowice-Lviv-Kiev; Branch IIIA: Dresden-Wroclaw;
- Corridor No. VI: Gdansk-Grudziadz (in the road) – Warsaw-Katowice-Zilina (with a branch from Katowice via Ostrava to corridor IV); Branch VIA: Torun-Poznan.
- Corridor No. I connecting Poland with the Baltic countries: Finland, Estonia, Latvia and Lithuania. Its route in Poland is not long (it is the shortest of all the corridors, about 300 km) – running from the border with Lithuania to Warsaw and the second branch from Kaliningrad to Gdansk.

The road section Swiecko-Terespol, part of the pan-European Corridor No. II running through Germany, Poland, Belarus and Russia, also runs through the Euroregion Bug. In Poland, the corridor Swiecko-Terespol includes the A-2 motorway (named the Motorway of Freedom – 626 km) which ultimately will connect the UK overland, through the Netherlands and Germany, with Belarus and Russia. Today, it reaches Warsaw, and its eastern section from Warsaw to the border with Belarus is completed only in fragments. The Polish section follows the route Swiecko-Poznan-Lodz-Warsaw-Kukuryki. At the border crossing in Swiecko it links with the German motorway A12 and in Kukuryki with the Belarussian M1 main road. In the Strykow hub, it crosses the A1 motorway; the Corridor II and the Corridor VI are therefore crossed.

The Polish section of Zgorzelec-Medyka is part of pan-European Corridor No.

III from Berlin to Kiev, running through three countries: Germany, Poland and Ukraine. The road route includes the A4 motorway, which is a Polish extension of the German motorway running from Dresden. On Polish territory it runs from the border crossing with Germany in Jędrzychowice-Ludwigsdorf n. Zgorzelec by Legnica, Wroclaw, Opole, Gliwice, Ruda Slaska, Katowice, Krakow, Tarnow, Rzeszow to the border crossing with Ukraine in Korczowa. The total length of the motorway in Poland is approx. 670 km [Brdulak, Pawlak, Krysiuk, 2012].

Another important transport corridor running through Poland is the pan-European Corridor No. VI from Gdansk to Warsaw by Grudziadz, or to Katowice and further to Zilina in Slovakia. Its VIA branch runs from Torun to Poznan. The A1 motorway delimited as part of this corridor was designed as a toll road within the international road E75. It is also called the Amber Motorway. In Poland, it will connect Tricity with metropolitan areas of Torun, Lodz and Upper Silesia. In the Strykow I hub, north of Lodz, it crosses the A2 motorway, while in the Sosnica hub, near Gliwice, the already active A4 motorway. In the future, the motorway A1 (with a total length in Poland of 597 km) will eventually link the Polish ports of Tricity by the Baltic Sea with ports in the Aegean Sea by an overland route through Slovakia, Ukraine, Hungary, Romania, Bulgaria, and Greece to Istanbul in Turkey.

Corridor No. II in Poland

The spatial uniqueness of the Central European section of the latitudinal transport Corridor No. II in Poland relies heavily on the diversity of regions in its scope of influence. On the one side, it runs through the core areas of Europe, mainly in Germany and north-western Europe, however in the Polish territory in enters areas which for the EU are unfortunately still peripherals (examples are, among others, the planning criteria adopted in the strategic documents of the EU). Further, in the territories of Belarus and the Moscow region, we are dealing with a concentration of socio-economic activity of well established, important Russian economies [Zakrzewski, 2016].

The adoption by the European Commission in the Fifth Cohesion Report [EC, 2010] of units of the third level Nomenclature of territorial units for statistics, the so-called NUTS-3 allows the analysis to determine the specific features of individual regions based on geographical or communication location, the demographic situation and the scope of their functions. This is confirmed by the diversity of the regions through which the transport Corridor No. II runs. Western Polish regions are in this case near the major agglomeration of Berlin and are partly located in its zone of impact (cross-border trade, tourism, communication links in aviation). Berlin has the NUTS-3 status of a dominant urban unit and the spatial rank of this agglomeration is still growing. The areas between Poznan and the duopoly of Warsaw-Lodz are known as the conglomerate of so-called "indirectly urban" units near the cities and dominant rural units near the cities. In the case of maintenance in the coming years of economic growth in Poland, the proportions of these areas will change in favour of cities. This can already be seen, for example, as a result of foreign direct investment in the agglomeration of Poznan in Wrzesnia, Konin in the agglomeration of Lodz, or in the Pruszkow-Grodzisk band of the Warsaw Metropolitan Area (WOM). It should be noted that Warsaw is the capital city region and thus its features place the city among the first order metropolitan areas. East of Warsaw, the transport Corridor No. II soon reaches rural areas, and in the South Podlasie region in turns into the so-called "dominant rural, remote" areas.

According to EU pragmatics, only a few of such NUTS-3 areas have been determined in Poland. They include in addition the Bieszczady Mountains and some small wooded areas in the Opole region [Brdulak, et al., 2014].

This raises the specific observation that the nature and durability of the Polish eastern border with non-EU countries has become historically a major barrier to activation of economic development, first with the former Soviet Union, and now with Russia and to a certain part with Belarus. If it was otherwise, the Southern Podlasie region would never be given EU planning status comparable to the Bieszczady Mountains, especially since the frontier city of Brest on the Bug is an important Belarusian centre. It is a town with a population of over 300 000 residents, having a rich history and tradition – before World War II it served as a metropolitan centre for central and eastern Poland. Although the pan-European transport Corridor No. II forces cross-border cooperation in transport and infrastructure, its results have been significantly lacking for many years [Brdulak, Zakrzewski, 2013].

In 2004, the region of Southern Podlasie (northern Lublin region) became a border area, not only for Poland, but also for the EU, and as such participates in the programs of cross-border cooperation. These programs include intra-EU projects and those related to the external borders of the EU (e.g. the modernization and strengthening of border crossings and modernization of border and customs infrastructure). They have not so far brought a breakthrough in the management of the cross-border movement of people, of international trade or in the creation of economic cooperation between the countries situated in the zone of influence of transport Corridor No. II [Brdulak, Zakrzewski, 2016]. It should be noted that these phenomena are shaped primarily by the policies of neighbouring countries. One example of this is the fear of the introduction between Poland and Belarus of a border movement of persons, which can, according to the Belarusian side, multiply the outflow of foreign exchange from that country. Another is trade embargoes involving imports to Russia from the European Union and thus from Poland, in connection with the deterioration of the political situation in Ukraine, which also result in the severe conditionality of cross-border cooperation in the communication corridor analysed. Here, however, the closed transit routes through Ukraine paradoxically increased the intensity of use of A2.

Cross-border opportunities and threats

The Lublin region participates in initiatives to build a structure for cooperation between border regions of Poland, Ukraine and Belarus. They include the Euroregion Bug. The first Euroregion initiative was established in 1958 on the border between Germany and the Netherlands under the name Euregio [Miszczuk, 2013]. The Euroregion Bug was created on September 29, 1995 although the first steps had already been taken at the beginning of 1992. Its range covered the border areas in Poland (the former province of Lublin, Chelm, Tarnobrzeg and Zamosc) and in Ukraine (the province of Volyn), although the intention was also to have the Brest province in Belarus included. The application in this case was received in June 1997. Nowadays Belarus is part of the Euroregion, with such big cities as Brest, Pinsk and Baranovichi. The head office on the Polish side is based in Chelm, the Ukrainian one in Lutsk, and the Belarusian one in Brest. The aim of the Euroregion is mainly the development of economic and scientific-cultural cooperation.

The creation of the Euroregion Bug in the nineties of the last century fits into the

overall integration trends within the European Union. In 1971, on the initiative of 10 Euroregions, a distributed institutionalized territorial network was established: Association of European Border Regions (AEBR), which currently brings together 95 members from 27 countries of UE. The absence of Belarus indicates potential institutional difficulties in the development on the eastern border of the EU the conditions conducive to integration and cross-border cooperation.

Experts suggest that the Association of European Border Regions performs functions important from the point of view of regions and sub-regions (local areas) [Zakrzewski, 2016]:

- It is generally representative of the interests of border and cross-border regions on the European and national level.
- It identifies the problems of border areas and also provides ways of solving them.
- It takes an active part in cooperation with the European institutions such as the European Parliament, the European Commission (Commissioners and DGs), the Committee of the Regions of the European Economic and Social Committee of the EU, the Parliamentary Assembly of the Council of Europe, the Congress of Local and Regional Authorities of the Council of Europe, the Committee of Experts of the Council of Europe.
- It cooperates with European regional organizations, i.e. the Council of European Municipalities and Regions, the Assembly of European Regions, the European Conference of Peripheral Maritime Regions, the Nordic Council of Ministers.

The association is an institutional advisor in the field of cross-border cooperation between regions belonging and not belonging to the European Union.

AEBR reports projects for EU programs within its jurisdiction. It is also developing a network of cooperation of border regions.

Creating and using the existing institutional framework of cooperation and cross-border integration in the eastern border of the EU, including Poland, should support the use of the potential of such regional processes. The functioning of the transport Corridor No. II is a unique infrastructure development opportunity for all regions and sub-regions located in the zone of impact of the corridor. The improvement of its functioning, the supplement of services offered in the TSL (Transport-Shipping-Logistics) sector [Kuśmińska-Fijałkowska, Łukasik, 2011], and modernization of parts of the transport system in the border areas can become impulses for development, despite the difficult political conditions occurring periodically. Opportunities for development, the overcome of remoteness and the internationalization of the socio-economic activity of the Euroregion Bug are inextricably linked with the development of the technical infrastructure of this international transport corridor. The use of its development potential will depend on the place of the Southern Podlasie and the whole Lublin region in the typology of regions according to the criteria of development paradigm, developed by G. Gorzelak [2003].

According to it, the regions are divided into:

Strong regions ("leaders"): which maintain their position despite the change in development paradigm, define location criteria and are attractive to the influx of domestic and foreign capital; also associated with technologically advanced, innovative products.

Regions of traditional industry ("losers"): those who lost their competitiveness as a result of change in development paradigm, including localization,

while trying to restructure in order to mitigate the effects of change.

Underdeveloped regions ("lagging behind"): low competitiveness is keeping them in a state of stagnation, which is due to too low endogenous potential, too weak external developmental impulses or delays in restructuring.

Regions of success ("winners"): which have managed to overcome the negative feedback between their characteristics and location criteria thanks to the skilful use of external impulses.

In the case of the eastern section of the Polish portion of communication channel No. II, seeking development opportunities will determine whether the eastern regions of Mazovia and Southern Podlasie [Miszczuk, 2013] will remain "lagging behind" or become "winners" after having used the external impulses associated with the proper shaping of the technical infrastructure of transport with trans-regional, international importance.

The location of logistics centres

Due to its favourable geographical location, in the II Pan-European Transport Corridor's belt of interaction, the greatest transport potential of the Euroregion Bug rests in the localization, in this region, of the modern computerized multi-modal logistical centres. A logistics centres, by definition, is established in regions that generate large flows of freight cargo, including coordinating the work of various modes of transport. This means the inclusion of activities in the transport of all resources that are necessary to ensure its success, i.e. satisfying the needs of transport. In addition, in its activities, a logistics centres controls transportation processes through proper organization and coordination affecting the development of the transport industry and the types of transport in the region [Krysiuk, Zakrzewski, 2013]. It affects the shape, quality and number of operators, freight forwarders, freight handlers, transportation, linear infrastructure, focal and technical infrastructure as well as freight, warehouse and technical facilities. Thus, with proper cooperation with regional authorities, planning and supply can be controlled and can have a large impact on the shape and harmonious development of the transport system in eastern Poland [Brdulak, Zakrzewski, 2013], in the impact zone of the Pan-European transport Corridor No. II.

According to the issue, the problem remains to determine whether the eastern Poland transport Corridor No. II impact zone has a chance to develop comprehensive logistics centre in the near future. The considerations omit prolonged adverse conditions or outright political disaster. The assumption of their further, long-term occurrence undermines all prerequisites for international economic cooperation in Europe. With this it poses the thesis that this process is possible and economically purposeful.

The nearest establishment of an extended logistics centre of international importance is the border zone between the town of Biala Podlaska and Małaszewicze/ Terespol. In a large part, this is a great, "dry" port station area of Małaszewicze where wide railway tracks "run" for 30 kilometers into the territory of the country, allowing the transshipment of goods from / to the European rolling stock fleet. Despite the commercial difficulties of a political nature of reloading at the border railway station, it has achieved 7 million tons of cargo annually. The excellent geographical location of Małaszewicze has unfortunately reinforced limited international transport with Ukraine through the Żurawica-Medyka station in the transport Corridor No. IV impact zone, which currently results in the increased interest in large logistics companies in the infrastructure of the border area. A

terminal capable of handling 100 thousand containers (TEU) per year belonging to a Czech operator has been created. PKP Cargo has bought a plot of 30 ha in the free customs zone (Pol:WOC) of Małaszewicze-Terespol in order to create a comprehensive infrastructure that supports transportation in relations with the Far East [Brdulak, Zakrzewski, 2013]. Talks with Chinese partners allow for hope that Małaszewicze becomes an important part of the New Silk Road – strategic Eurasian project supported by the Chinese authorities. Since the nineties, the existence of WOC allows for industrial plants to be located in Małaszewicze-Terespol, bottling of LPG, or the recently expanded facilities in imports of cars and goods vehicles to Belarus and Russia [Zakrzewski, 2015, 2016 b].

In recent times, the opening of the Polish economy can be seen, including the transport sector, on the eastern market: Belarus, Russia, Kazakhstan and China. The Chinese have become interested in the Southern Podlasie region due to a well-developed transport infrastructure in the region, with a "wide" railway line adjusted to the dry port railway in Małaszewicze or the unused post-military airport in Biala Podlaska (e.g. in view of the airport cargo). The currently functioning Małaszewicze PKP Cargo SA logistics centre can handle all rail traffic from the Far East. The Polish part can reload 340 containers a day in Małaszewicze and terminal storage capacity is 1900 units after undergoing thorough modernization of the container terminal which was carried out in 2010. Meanwhile, back in the summer of 2015, only 30-40% reloading capacity of the dry port railway in Małaszewicze was used. In addition, at the same time Małaszewicze can reload three pairs of trains and carry out the loading of goods vehicles, and a plot of approx. 40 hectares is prepared for investment. Another advantage is the fact that a duty free zone has been operating in Małaszewicze for many years, which also does not fully utilize its high potential.

China's interest in the railway line through Terespol is not accidental. This project is interesting in terms of logistics and transport and it is not only on a European scale. A letter of intent was signed on 16 June 2015 in Warsaw between the PKP Cargo group and the Zhengzhou International Hub company of the Chinese province of Henan. The intention was to create a company which would deal with rail container transport between China and Europe. The plan is to expand the "dry" port station in Małaszewicze belonging to PKP Cargo. By using the existing infrastructure, it will be possible to adapt the "port" for handling the increased number of containers from China and to provide additional logistics services such as warehousing and packaging. Thanks to this, Małaszewicze will become a major hub for the transshipment of containers carried by rail between China and Western Europe. The number of trains from China is expected to grow to 25 per month. Therefore, there is a chance to create a real centre of redistribution of loads for the whole of Western Europe in Southern Podlasie.

It should be noted, however, that the currently discussed border region does not meet the multifaceted criteria for the coordinated activities of different companies, some of which have "logistics centre" in their name. Each of the entities run their own business and are not looking for synergy effects in cooperation with other partners in the region. The duty free zone is of international importance but is managed by the weak border municipality of Terespol, which effectively precludes the use the potential of this prime location.

In the further assumption, a logistics centre in Małaszewicze could consist of several elements because of the possibility of coordination of several modes of

transport (road, rail, air cargo, pipelines), remote from the management centre, by a few to several kilometers away: ramps and the "dry port" railway infrastructure in Małaszewicze (approx. 6 000 ha), WOC Małaszewicze-Terespol (166 ha), the road network with access roads to the planned A2 motorway and post-military airports in Biała Podlaska (605 ha) [Brdulak, Zakrzewski, 2013].

The southern part of the łosicki district along with the town itself and the eastern part of Siedlce is another promising area in creating a logistics centre due to the proximity of the A2 and S19 intersection of the transport Corridor No. II. A road-rail centre should be created in the region of Siedlce, which would strengthen the centre in relation to the strong influence of the Warsaw agglomeration. At the same time, it is necessary to strive for greater supra-regional integration and strengthen the functional connections, including logistics in the mentioned area of Lublin, part of Podlasie. This will help to optimize the use of its potential, as well as the economic revival of districts, which includes the peripheral problem in relation to major regional centres and weaknesses of their relationships (e.g. Biala Podlaska in relation to Lublin, and Siedlce to a lesser extent) [Zakrzewski, 2016 b].

Management problems in the creation of infrastructural businesses

The creation of a large, universal logistical centre at the eastern end of the Polish section of the No. II Pan-European Transport Corridor in Małaszewicze-Terespol is facing serious management problems, which generally characterize the economic practice of Podlasie South (the northern Lublin region) and thus the entire Euroregion Bug.

The operation of the logistical centre is the management multithreaded coordination, of the complicated logistical service of the specific supply chain. It may be of the individual, local nature and, therefore the so called, logistical centres will spring out in hundreds of places in Poland, which in fact are warehouse of the specific distribution, trade or transport company. In this case we are dealing with the logistical centre of international importance, consisting of extensive rail, road infrastructure, former military airport in Biała Podlaska and duty free zone in a separate area in Małaszewicze. If we add to this customs and border infrastructure, we will get a picture of the complex potential organism, which must be efficiently managed by the appointed to this end entity. Convincing the regional decision-makers, also from state institutions, that such an undertaking managing the logistical centre should be created, encounters resistance, mistrust, fear of cost, lack of understanding of the authorities, accusations of "shady deals" the creation of "sinecures" for friends and so on. This leads to the situation, in which a foreign investor building a large container terminal in Małaszewicze took care of all the matters in Warsaw, and the local community became aware of the investment, when the container gantry cranes were erected within a fenced off area. Chinese investors, building a New Silk Road with the approval of their government, had to talk to the mayor of the rural commune of Terespol, who for years has been managing the Duty Free Zone in Małaszewicze with poor results. The result of these talks were not concrete arrangements for cooperation, but only a culture shock for the community board. The railwaymen of the PKP LK infrastructure company have for years been unable to make a decision to extend, by several hundred meters, a shunting hump in Kobylany, which already threatens with the transfer of the eastern neighbours' modernized trains handling from Małaszewicze to Brest. If this scenario comes true, hundreds of Po-

lish workers of the Małaszewicze-Terespol "dry port" will lose their job. One of the largest airports in Poland, which was of interest to Lufthansa as a cargo terminal, is currently used only recreationally by the aero club. There are many such examples.

Overcoming the above situation is possible only through coordination and proper organization of the work of all the entities, with their approval and the participation. One should not, in this case, fear that the competition will discover trade secrets or hinder the business. On the contrary, the cooperation of logistical companies in the case of appointing the infrastructural coordinator in this region will bring positive synergy effects for each of them. The scale of operation is then also likely to exceed the visibility threshold for the large, multinational companies, for example from China, Germany, Japan, Russia. It also seems that the establishment of an international logistical centre on the eastern border of the country requires a causal impulse on the part of the relevant institutions at the governmental level. Some local management concerns must sometimes be overcome arbitrarily in the trans-regional or international interests. Otherwise a problem border regions in eastern Poland will lose their capital development opportunities.

Conclusions

The research presented in the article were conducted in cooperation with Collegium of Business Administration Warsaw School of Economics. Issues of qualitative transformation of the transport infrastructure in the pan-European communication Corridor No. II in its Polish section have been analysed in Motor Transport Institute [Zakrzewski, 2012] recent years in the macro-spatial context, as well as on a regional scale of the Southern Podlasie in connection with the need to extend the A-2 motorway in the direction of the eastern border of the country and the European Union, and to strengthen the existing border logistics infrastructure [EC, 2010]. It seems appropriate to enrich these considerations with the results of research on the development potential of the Euroregion Bug, crossed by the second pan-European transport corridor, which is also important from the point of view of European transport policy [Banak, et al., 2014, Brdulak, Pawlak, Krysiuk, 2012]]. The analysis of materials given in reference literature and data presented in the article shows that:

- The Pan-European Corridor No. II is considered the most important European transport route on the east-west axis. This is a route particularly important to heavy transport vehicles which drive loads from Western Europe to Russia and Belarus and vice versa.
- The potential of the Corridor No. II is currently not properly used in the framework of the functioning Euroregion Bug.

The Euroregion Bug is located on the border of the EU, which creates certain opportunities, amongst others a chance to organize handling, packaging and labelling of goods coming into Western Europe from Belarus, Russia and Ukraine, and perhaps even China, and vice-versa.

The development of the Euroregion Bug will be accelerated by the commissioning of the A-2 motorway section from Warsaw to Terespol. Currently, on the Polish side, no completed highway or expressway runs through the Euroregion Bug, which is a barrier to cross-border development.

The next establishment of an expanded logistics centre of international importance is the border zone between the town of Biala Podlaska and Małaszewicze /Terespol.

The lack of A2 motorway section from Warsaw to Terespol is a barrier to the development of logistics infrastructure in eastern Poland in the transport Corridor No. II belt. In reality, the section from Warsaw to Terespol will be opened in approx. 2027.

In the meantime, the logistical potential of eastern Poland is being wasted for there is increasing competition on our eastern border – modern logistics centres have been established on the Belarusian side and are ready to receive cargo handling from Russia and China.

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