

THE INFLUENCE OF INTERNATIONAL SPORT EVENTS ON DEVELOPMENT OF INFRASTRUCTURE: EURO 2012 IN POLAND - CASE STUDY

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Abstract: To achieve the aims of regional development needs the realization of tasks which are included in developmental strategies and operational programs. One of the most important postulates of developmental strategies in scale of whole country (or whole region) is preferred development of infrastructure as well as the whole transportation system together with communication and computing system. The awarding of organization the Euro 2012 competition in Poland coincided in time with realization the projects financing by European Operating Program the Infrastructure and the Environment. One of the most important point concerns the organizing the suitable transportation, extension of air infrastructure, road, railway and hotel as well as the communication transport within the host cities of EURO 2012 and also among these cities. The particularly meaning has developed transportation infrastructure which should be adequate to transportation and communication needs of business and society. Mostly, the developmental aims are achieved by proper use and extension of industry objects, habitable supplies, technical infrastructure, transportation and communication nets.

Key words: Sport events, EURO 2012 Championship, Poland, technical infrastructure

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INTRODUCTION

The development is the process of positive changes, quantitative growth and the qualitative progress in territorial arrangement.¹ To achieve the aims of regional development needs the realization of tasks which are included in developmental strategies and operational programs. These tasks usually are: creation of proper climate and profitable functional condition for location and cooperation new business units as well as pro - development institutions, is favorable to the initiative and the innovations, advancement the policy of employment, etc. Mostly, the developmental aims are achieved by proper use and extension of industry objects, habitable supplies, technical infrastructure, transportation and communication nets.²

¹ Gospodarka regionalna i lokalna. Red. Z. Strzelecki, PWN, Warszawa 2008, s. 153

² Ibidem

The extending of stable assets supply, real estate's as well as the technical and communication infrastructure is made through an investment process. Investments divide on: rebuilding, modernization, innovative or developmental investments. Every kind of investment leads to creation of something new or to improvement of existing supplies. Therefore, the all investment processes assure quantitative and qualitative growth and so they lead to development with the same time. The rebuilding investments replace used up devices with new one, so they would reproduce primary productive potential. The modernization depends on modernizing, that is mean on the improvement of existing objects and the devices. However, modification which depends on implementation of quite new technology, and new productive solutions is called the innovative investment.³

One of the most important postulates of developmental strategies in scale of whole country (or whole region) is preferred development of infrastructure as well as the whole transportation system together with communication and computing system. The particularly meaning has developed transportation infrastructure which should be adequate to transportation and communication needs of business and society. The transportation infrastructure directly influences on improvement of area accessibility, what is most useful in achieving the developmental strategic aims. Transport and telecommunication possibilities are the essential factors for promoting of polycentric development of the area. They also, have the key meaning in improving the economic attractiveness of region. The equal access to the basic devices of infrastructure, and by this way the equal access to different type of services and the markets on every region, state the principal factor of territorial cohesion. The efficient transportation system, with suitable connections on whole European Union area, makes possible to integrate all European areas even on the outskirts one. The areas which have better access to the markets are much more effective and competitive than these devoid such conditions. Furthermore, regional connections between larger and smaller cities are extremely important for reducing of accessibility differences. Therefore, the routes are called "the corridors of development"; often they are supranational, because they cut the state's borders and that is why they require integrated planning.⁴

That is obvious that the lack of sufficient financial resources for modernization and extension of roads and ways net is the main problem which inhibits the development of transport infrastructure. Infrastructural investments are extremely finance-consuming. Additionally, infrastructural investments in particular way are the subject of central's development strategy's regulations. Therefore, the demand on transportation infrastructure is not much satisfied by private sector on market. Mostly, it requires the special government controls as well as the funding with central budget.

The additional financing for the infrastructural investments are usually possible to economizing both with central budget and with different funding institutions, in case of special cultural or sport events. The awarding of organization the Euro 2012 competition in Poland coincided in time with realization the projects financing by European Operating Program the Infrastructure and the Environment. The considerable part of infrastructural investment indispensable for Euro 2012 Championships will be financed with European Union budget. The organization of main sports or cultural events is

³ M. Stawicka: *Atrakcyjność inwestycyjna Polski*. CeDeWu, Warszawa 2007, s. 16.

⁴ *Gospodarka regionalna...*, op. cit., s. 184

the unique opportunity for country or region to promote itself in the world. Additionally, from the private sector point of view the additional sale of varied goods and the services; particularly in touristic (but not only) trade a great chance for additional incomes. This kind of chance has won Poland too, because of the UEFA decision about organizing European Football Championships in 2012 year, in Poland and Ukraine.

EURO 2012 IN POLAND AS FACTOR OF REGIONAL DEVELOPMENT

The European Football Championships is a third the largest sport even on the world, after the Olympic Games and World Football Championships. This event, apart from participating teams, attracts above one millionth audience on stadiums and about many greater in front of television's screens. On 18 April 2007 Executive Committee of United Europe Football Association (UEFA) accepted the offer folded together by the Polish Football Association (PZPN) with the Football Federation Of Ukraine (FPU) and undertook the decision about acknowledgement Poland and Ukraine of right to organize EURO 2012 competitions. On 2 May 2007 was signed the agreement about the organization of Final Tournament of European Football Championships UEFA 2010/12. This agreement contains all requirements in relation to organizers of Euro 2012 according to UEFA's own regulations and with the announcements, obligations and guarantees of Polish state organs and council. The list of Polish guarantees contains 24 groups of obligations. One of the most important point concerns the organizing the suitable transportation, extension of air infrastructure, road, railway and hotel as well as the communication transport within the host cities of EURO 2012 and also among these cities.⁵

Arrangements of Euro 2012 are lately one of the most important realize and planned to realization undertakings by government and council administration which are going to be financing with central budget, European funds as well as council financial resources.

The modernization and extension of transportation and communication infrastructure is one of the basic aspects of arrangements. The suitable infrastructure will make possible right maintenance and support of movements about millionth audience among host-cities as well as among stadiums for final games.

In August 2008 the Matters of European Football Championships Euro 2012 Group was establish at the Ministry of Infrastructure. According to the proper regulation in this case, established Group aim is constant monitoring the stages of preparations for the Championships, particularly the projects related to air transportation, the municipal transportation in host-cities as well as connected with purchase of rolls the stock projects. The assessment of preparation stage of airports and railway companies is an important task of Ministry Group, too.⁶

THE DEVELOPMENT OF TRANSPORTATION INFRASTRUCTURE FOR EURO 2012 - THE STATE ON APRIL 2009

On 13 May this year, UEFA pointed host-cities for the European Football Championships in 2012. In Poland it going to be: Warsaw, Poznan, Gdansk and Wroclaw, and in Ukraine, Kiev. The most important preparation tasks for host-cities according to transportation infrastructure are: related to air transport - the preparation of airports; related to road transport - the preparation of main links

⁵ Raport NIK z kontroli przygotowań do Euro 2012 w Polsce w latach 2007-2008 http://www.nik.gov.pl/docs/EURO_2012.pdf (18.05.09.)

⁶ Ibidem

among host-cities and links among cities and border passages; related to railway transportation the most important is the modernization of existing networks connecting the host-cities. Additionally, host-cities are obligated to prepare suitable municipal transport infrastructure assuring the easy moving among the stations, airports, hostel base and the stadiums.

Air transport infrastructure

UEFA has attributed all airports the categories. Taking into account the range of works to do before Euro 2012 Poland have: one airport of the first category, this is the Okecie the Warsaw airport. That is the airport which required small investment works to do. Remaining host-cities airports are the third category, because they require considerable works, to match requirements placed in relationship with games in 2012.⁷

In Gdansk UEFA expert at airports monitors three projects which are indispensable for correct service of passengers coming flying to Gdansk during the Championships. These three project are: the building of new passenger terminal, building of road of plane circling as well as the building of halting plates for airplanes (the front terminal plate and plate dedicated in winter to de - ice of airplanes).

PL Katowice prepares two investments: the building of halting plates as well as the building of temporary infrastructure to service of passenger charter movement. There in Warsaw the basic tasks are: completion building of Terminal 2 as well as integration Terminal 1 with Terminal 2 and modernization of Terminal 1. Additionally is going to be modernize the air-field and road surfaces as well as building the hotel on parking P2 place.

There in Wroclaw has been announced first stage of limited auction procedure of choosing the performer's of passenger airport terminal together with infrastructure and equipment. However, the airport in Poznan - Lawica requires extension and modernization of existing aircraft's and airport's infrastructure. Additionally, for Euro 2012 is going to be prepared the Zielona Gora Airport. There have begun works to build the fans around the air-field, to build the fuel JET A1 reservoir and to extent the road of circling on central plate of airplanes stops - the project has on aim the reconstruction of road of circling joining the existing central plate of airplanes stops with the take-off road for making possible circling the civil airplanes on plate. The realization of project will make possible to use that plate as a parking-plate during the Euro 2012 games.⁸

Road infrastructure

Cabinet's resolution No. 163/2007 on 25 September 2007 accepted the program of man-years' investments called "Program of Building National Roads during the 2008 -2012". This Program captured 147 investments. In relationship to organizing of Euro 2012, there is an enclosure No. 3 about investment priorities have set up to 2012 called "The Task of Program of Building National Roads during the 2008 -2012, which Realization will Undergo Acceleration in Front of Euro 2012".

⁷ Ibidem

⁸ Informacja o stanie przygotowań Polski do Euro 2012. Opracowanie pod kierunkiem Wiceprzewodniczącego Sejmowej Komisji Infrastruktury J. Piechocińskiego, Warszawa kwiecień 2009. www.piechocinski.europa.pl

The creation of the roads net among host-cities and border is a basic task in road transport investments. In regard on important connection by Germany (the countries of Central and Western Europe) with all host-cities of Euro 2012 the preference investments are the highways A2 and A4.⁹ Additionally, roads: S3, S5 and S7 have key meaning for exchanged highways. The building of A4 highway is going in range of two stages: Tarnow - Rzeszow Krzyz junction - East Rzeszow junction as well as Rzeszow - Korczowa. At this time all of those realization stages of highway are in phase of administrative preparations or during the auctions of the investors.¹⁰

The other stages of road transport investments on EURO 2012 are:¹¹

- 1) Road S3 the stage Legnica (A4) - Lubawka - in administrative study;
- 2) Road S5 the stages:
 - Nowe Marzy - Bydgoszcz - in administrative study,
 - Bydgoszcz - Żnin - in administrative study,
 - Żnin - Gniezno - in administrative study,
 - Gniezno - Poznan (Kleszczewo junction) - finished tender procedure on building works;
- 3) Road S7 the stages:
 - Gdansk (A1) - Elbląg (S22) - in administrative study as well as the tender propertion on works realization,
 - Elbląg (S22) - Olsztynek (S51) - stage Elbląg - Kalsk (Pasłek) in building, the remaining stages in administrative study.

Railway infrastructure

The basic railway transportation task list of preparations EURO 2012 are: the modernization about 900 km of railways; the building and the reconstruction of railway stations closely related with EURO 2012 support as well as modernization of stations situated near modernized railways. The investments projects on railways PKP the PLK the S. A., and which are closely related to preparation process to organizing EURO 2012, are the tasks of modernization of main communication channels among host-cities as well as from railway border passages, planned to realization till May 2012 r. The modernized railways are going to be adopt to higher speeds, in majority up to speed 160 km / h for passenger trains.¹² On chosen part of the railways sections the time of ride will shorten about: Central Warsaw - Main Wroclaw (by Poznan) - from 308 minutes up to 260 minutes; Central Warsaw - Main Gdansk - from 270 minutes up to 180 minutes, Central Warsaw - Lodz Fabryczna - from 90 minutes up to 70 minutes, Central Warsaw - Terespol - from 195 minutes up to 125 minutes, Main Wroclaw - Wegliniec - Gorlitz from 160 minutes up to 85 minutes.¹³

During the preparations to European Football Championships, the PKP PLK will modernize 9 stages of railways with total length almost thousand kilometres till May 2012. They already have modernized almost 450 km till the end 2008 year. (table 1).

⁹ Raport NIK z kontroli przygotowań..., op. cit.

¹⁰ Informacja o stanie przygotowań Polski do Euro 2012, op. cit.

¹¹ Ibidem

¹² Raport NIK z kontroli przygotowań..., op. cit.

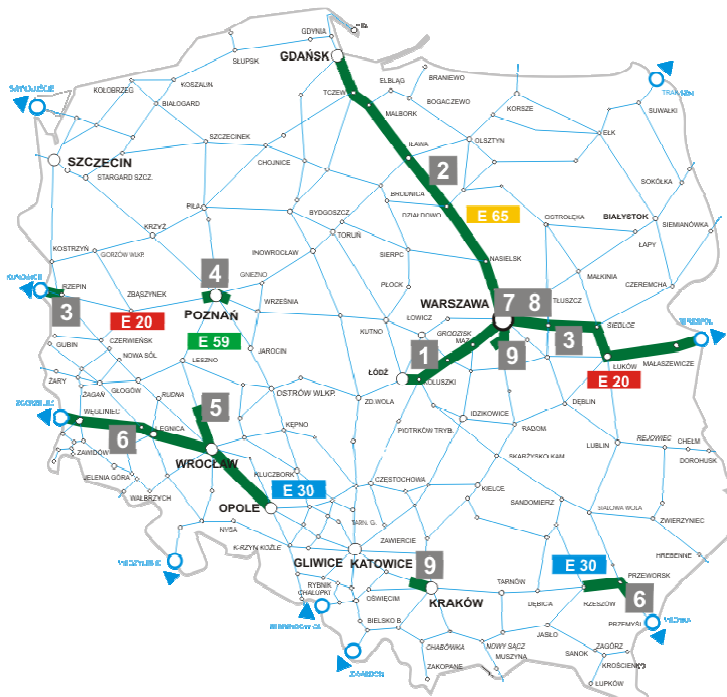
¹³ PKP PLK: zdążymy z modernizacją linii kolejowych na EURO 2012. Gazeta. Pl, 15 Stycznia 2009.

Table 1. Railway modernized at the end of 2008

Railway No.	Relation	Realization up to Euro 2012 [km]
E 20	Border of Poland – Rzepin	15,0
	Poznan Railway Junction	21,0
	Minsk Mazowiecki – Lukow	75,35
	Miedzyrzec Podlaski – Biała Podlaska	20,8
E 30	Zgorzelec – Legnica	97,0
	Sroda Slaska – Wroclaw	43,0
	Wroclaw – Opole	104,0
L 1	Łodz Widzew – Skierniewice	63,0
L 8	Warszawa Zachodnia – Warszawa Okecie	8,4
		447,55

Note: Informacja o stanie przygotowań Polski do Euro 2012. Opracowanie pod kierunkiem Wiceprzewodniczącego Sejmowej Komisji Infrastruktury J. Piechocińskiego, Warszawa kwiecień 2009.

Before May 2012 there will be delivered next 540 kilometers of railways to use. The most important investments in the frames of program "Railway on 2012" are the modernization of railways: Warsaw - Lodz, Warsaw - Terespol, Zgorzelec - Opole, Rzeszow - the border passage, Warsaw - Gdansk, Wroclaw - Poznan, Poznan Railway Junction, Warsaw Railway Junction, Warsaw - the International Airport (MPL) - Okecie as well as the railway Cracow - the MPL Balice.¹⁴ (figure. 1)

**Figure 1.** Railways devoted to modernization till May 2008

Informacja o stanie przygotowań Polski do Euro 2012. Opracowanie pod kierunkiem Wiceprzewodniczącego Sejmowej Komisji Infrastruktury J. Piechocińskiego, Warszawa kwiecień 2009

¹⁴ Informacja o stanie przygotowań Polski do Euro 2012., op. cit.

This year there should be opened railway connection between Poland and Ukraine which will use SUW 2000 system. SUW 2000 system was founded in Poland. This is a system which enable go by trains on tracks with different width without necessity to exchange the trolleys in cars. SUW 2000 reduces the time of crossing the border both countries by passenger trains from 2-3 hours till few minutes. More it reduces ride time on relation Cracow - Lvov from almost 10 hours up to 6-7 hours. Polish Side wants the SUW 2000 acted not only in Euro 2012 time but also after Championships. In time of Championships direct connections from Kiev are going to have Warsaw, Wroclaw and Cracow. Additionally, thanks to planned by PKP Group investments there will be more easily travel to Ukraine from Gdansk, Poznan and Stettin. Przeysl and Chełm are going to have the stations which will be use as a change trains places for additional railway connections started in intensive transports days related with EURO 2012 games.¹⁵

The modernization of host-cities railway stations and the main railways station on the links among these cities is the second very important group of necessary task for preparing to Euro 2012 (figure 2).



Figure 2. Największe dworce kolejowe w Polsce objęte planem inwestycyjnym PKP S.A., 15 kwietnia 2009

Main Station in Poznan is going to be rebuilt at all by outside developer. The investor evolving procedure has been already finished. There will be carry out total revitalization of Main Station in Wroclaw. The total modernization will carry out on Main Station of Gdynia as well as Main Cracow Station. Warsaw City Station will become adapted to service the handicapped passengers' by assembly of special lifts and adaptation of communication paths. The building of Central Station will become only modernized in years 2009-2010. There will be modernized the safety systems an also warning and information systems. Additionally PKP SA worked out and submitted the Minister of Infrastructure list

¹⁵ Raport NIK z kontroli przygotowań..., op. cit.

of 35 small and average stations classified to modernization before Euro 2012, and planned to funding with central budget.¹⁶

Municipal transport infrastructure in host-cities of EURO 2012

The modernization of communication infrastructure in host-cities of Euro 2012 related to Championships preparations has the key meaning in perspective of organization the easy approach of spectators among stadiums, airports, railway stations, intercity road and car parks as well as hostels base before and after every game.

In Cabinet's decree on day 12 October 2007 about the list of investments for Euro 2012 were qualified 46 tasks relating the building or the modernization of communication infrastructure in host-cities. From this list: two tasks, exchanged on 8 and 29 place, have been finished to the end of 2008 (multi-level car park near Slaski Stadium as well as Cracovian Quick Tram). Regarding five tasks, the investors informed about lack of possibility to end them by Euro 2012 (for example that is: the building second line of Warsaw Subway as well as the connection of Katowice-Pyrzowice International Airport with cities of Slaska agglomeration).¹⁷

In the European Union Operating Program of Environment and Infrastructure was distinguished the separate finances for the municipal transportation projects in the six metropolis areas which are going to be the hosts of Championships games. These finances will design on realization of the most important tasks to which belong:¹⁸

1) The Warsaw Metropolis Area - "The opening of railway connection to the Okecie Airport" - project contains the purchase of 13 six-cars electric traction units in aim to assurance the railway support of Okecie Airport; "The Modernization of tram rout in relation the Wilenski Station - the National Stadium - the Washington Roundabout and purchase of 30 low-deck trams" - the project contains the modernization of the Wilenski Station, Kijowska, Al. Zieleniecka junction, as well as the reconstruction of the National Stadium stop's loop; "The improvement of railway access to the region's airports by purchase of train cars and the modernization of railway lay-by and the building of station on airport in Modlin area" - the project contains the purchase of 16 for-cars Electric Traction Group in aim of support the approach to airports as well as the modernization of lay-by and the building of station on airport in Modlin area.

2) The Poznan Metropolis Area - "The purchase of modern, low-deck tram rolling-stock" - the project contains the purchase of 40 low-deck trams in aim to assure the suitable transportation and support of movement the passengers; "The Reconstruction of communication the Kaponiera Roundabout" - the project founds the improvement of public transport system and particularly to make changing transport easier in the most important communication junction by the complex modernization and the reconstruction of the Kaponiera Roundabout; "The Renovation of public transport infrastructure in relationship with organization the UEFA Euro 2012 in Poznan" - the project of improvement the passenger transport system within the Grunwaldzka street, mainly in neighborhoods of municipal transport communication area of the stadium - the city centre, the stadium - the railway station, stadium - the hostel base, so as

¹⁶ Informacja o stanie przygotowań Polski do Euro 2012, op. cit.

¹⁷ Raport NIK z kontroli przygotowań..., op.cit.

¹⁸ Informacja o stanie przygotowań Polski do Euro 2012, op. cit.

the modern municipal transport will be the main way of transportation within the Poznan.

3) The Tri-City Metropolis Area - "The Project of Public Transport in Gdansk- stage III - A" - the project contains the modernization and the development of the pro-ecological tram's transportation system; "The Development of Quick Municipal Railway in Tri-City" - the project founds the connection of Baltic Arena stadium with whole agglomeration by public transport; "The Metropolis Railway in Tri-City - the stage A" - the project contains both the modernization, and the building of new railways parts in aim to connect by rail transport the main junction of passenger transport in Gdansk and Gdynia with Gdansk's Airport. This railway connection will permit on considerable reduction of accessing to the airport time.

4) The Wroclaw Metropolis Area - "The Integrated Rail Transportation System in Wroclaw and the agglomeration - the Stage I" - the project contains the creation of 3 new tram's connections to match the city centre with Euro 2012 stadium, the building of connection to south parts of Wroclaw with the city centre as well as the stadium, implementation of new system "The Tram Plus" (with purchase of new cars), maintenance of stock control system with priority for trams and the building of changing junctions and others elements to support of transportation systems integration.

5) The Cracow Metropolis Area - "The extension of pro-environment public rail transportation to support the inhabitants and mass events in Cracow Municipal Commune" - the project contains the reconstruction and the modernization of tram lines, building new connection, extension public transportation control system, purchase the monitoring of the infrastructure safety system as well as purchase new tram units; "The Integrated System of Public Transportation in Cracow agglomeration" - the project contains the reconstruction and the modernization of the Main Cracow railway station, building of passenger halt Cracow - Grzegorzki, modernization of railways in relation Cracow Biezanow - Wieliczka and the Cracow Płaszow - Auschwitz between the Cracow Bonarka station and the Cracow Swoszowice station. Moreover there will be rebuilt or modernized the infrastructure of chosen car parks - Park & Ride as well as changing junctions, and also infrastructure maintaining the public transport: the monitoring systems, tickets distribution systems, tourists' information points.

6) The Gornoslaski Metropolis Area - "The modernization of tram infrastructure and trolley-bus in Gornoslaski Agglomeration" - the project contains the modernization of track-ways as well as the purchase of modern trams and the trolley-buses.

DISADVANTAGES OF EURO 2012 FOR ECONOMIC GROWTH AND DEVELOPMENT OF POLAND IN FUTURE

The small territorial range of undertaken investments is a main disadvantage of Euro 2012 in Poland project. Huge financial resources have been designed to develop the areas which have been already the best developed regions in Poland. Homogeneous and total development of the country or the region of European Union would be possible only if there were made the efforts, not only to build the main transportation and communication routes, but the remaining (lower) areas routes system, too. For development of whole state or region is necessary to match provinces routes with these main communication

nets. Therefore, important is not only quality, but also the quantity of connections among individual smaller territorial units. The organization of European Football Championships in natural way have been admitted to the best developed cities, which have the best infrastructural support and the largest potential and possibilities to adopted to tournament's needs and the conditions. This way, the best developed Polish agglomerations have received yet additional financial support. The transport infrastructure matching all host-cities is already the best developed infrastructure in scale of whole state, too. But from the second side, the Euro 2012 host-cities are obliged to build and prepare on Championships time numerous objects, like as huge stadiums, many hotels and the gastronomy points. After championships, local governments or the owner of those objects will have to realization huge everyday work in order to bear the costs related with the using and managing of these newly built objects.

It is worth to turn attention on different disadvantage of Euro 2012 project in Poland. The long list of plans and investment intentions is not fully covered with tasks which are realized at present. In practice in every area of infrastructural investments is easy to notice the irregularity and lack of time consequence. The majority of planned investments is delayed and menaced with impossibility of completion before 2012. More, part of them has become already exulted from the list of projects which will be realized before the European Championships starts.

The Ministry of Infrastructure did not verify the plans of infrastructure development: air, road and railway, connected with preparations to the organizing the Euro 2012, from the point of executive possibilities as well as he did not assure the effective control over the subjected individuals managing these organizing plans and programs. PKP PLK SA has confirmed delay in realization of five out of 17 modernizing of railways infestations which are closely related with preparations to Euro 2012. Delays amount from one till 24 months were caused by long-term environmental and public orders procedures. Moreover, there were occurred the cases of significant growth of costs of building or the railways modernization, amounts since 225% to over 1000%.¹⁹

Delays and wrong costs estimations had place in other branches of transport, too. There exists the risk, that from about three thousand kilometers of express roads and highways, planned by the General Management of National Roads and Highways for Euro 2012, third part would appear unreal to finish before Euro 2012 starts. This risk is particularly caused by delay in constitute the legal rights relating with the protection of environment and difficulty in logging the terrains for communication investments as well as the dismissals and the protests of the companies offered the project and building works, and also by the difficulty with gaining the performers of building works and the lack of sources or the financial guarantees for the realization of investment tasks.²⁰

In range of the preparing the airports and air-fields, only in Poznan all tasks are realized on time. In Gdansk, Katowice and Wroclaw there is a risk their unpunctual ending. In the same, there is a danger and risk to begin some investments without their completion possibility, because there will be much harder to get additional financing after the Euro 2012 Championships ends.

¹⁹ Raport NIK z kontroli przygotowań..., op.cit.

²⁰ Ibidem

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