

SUMMARY

All the processes and phenomena taking place in today's economy, also social transformations, have their territorial dimension. Transport is indispensable in satisfying the various human needs. It is a process, the activity of moving people or goods in time and space. Transport itself has systemic nature and transport infrastructure is the main foundation of the transport system. Nowadays one can observe that transport systems go beyond the boundaries of one state. Due to membership of the European Union, the development of the Polish transport system is conditioned by the implementation of not only national policies, but also the policy of the European Union.

The subject of research in this thesis is the development of transport systems of Polish regions and regions of selected 5 EU Member States in the context of their economic development in the period 2004-2013. The author will attempt to analyze the changes in the level of development of transport systems in regions of selected European State Members as a result of inflows from European funds. The study examines whether the implementation of cohesion policy in transport has led to convergence or divergence in the development of regional transport systems.

The main objective of the study is to examine the relationship between the development of transport infrastructure and the economic development of the regions of Poland in 2004-2013.

The author set himself the research tasks that have to be carried out by verifying the research hypotheses: main and subsidiary. The main hypothesis is: investments in transport infrastructure were a factor of the development of regional transport systems, and as a result - Poland's economic development in the years 2004-2013.

The research under this study is conducted at different levels. At the national level, using the available statistical and descriptive data, was analyzed, how the innovativeness of Poland and the country's transport infrastructure in the period 2004-2013 has changed. The evaluation of the operational programs' implementation in the field of transport infrastructure and innovativeness in 2004-2013 was also presented. The competitiveness of Poland, Germany, the Czech Republic, Slovakia and Hungary has changed as reported by The Global Competitiveness Report and World Competitiveness Yearbook. The most important research was done at the regional level using the taxonomic method by using a synthetic indicator of the development of transport systems (SWRT). The obtained SWRT was compiled with a

variable determining the economic development of the region, in this case GDP per capita. The study was piloted for the regions of Poland and then for 51 regions from Poland, Germany, the Czech Republic, Slovakia and Hungary.

The own research allowed to confirm the existence of a strong and statistically significant relationship between the development of transport systems of regions and their economic development. Verification of supporting hypotheses allowed to conclude, that the transport policy implemented in Poland in the period 2004-2013 did not lead to an increase of disparities in the development of regions within the country. In terms of the development of transport systems, the distance between the strongest and the weakest regions did not deepen.

In the context of the study of the selected 5 EU countries, the differences in the development of transport systems have decreased throughout the period considered. At the end of the research period, the position of the German regions in terms of the level of development of transport systems decreased relatively to the other studied regions. Statistical correlation between SWRT and GDP per capita has been statistically significant in the regions. However, the strength of this correlation decreased over the years.

In the context of the conducted research, it was found that the funds allocated for the investment in transport infrastructure were more efficiently used than those for innovation.

The author has succeeded in achieving the aim of work, which was to examine the relationship between the development of transport infrastructure and the economic development of the regions of Poland between 2004 and 2013. While the differences in the country's economic development over the subsequent years have increased, the development of transport systems has not led to polarization of regions in terms of equipping transport infrastructure and exploiting its potential.