

Evaluation of the Economic Situation and Freights in The Countries of Central and Eastern Europe in 2002 – 2007

Maciej Mindur

Warsaw School of Economics, Poland

Szkoła Główna Handlowa w Warszawie, Polska

The article comprises an analysis of economies of eight Central and East European countries (CEE) in 2002-2007. Basic macroeconomic indexes (GDP, unemployment rate, inflation rate, total demand, public sector financial deficit, public debt) of individual countries, which joined the European Union in 2004 are presented and compared with aggregated indexes for EU-8 and EU-15. Moreover, development trends of described countries' economies in successive years of the analysed period and their competitiveness assessment are compared.

1. INTRODUCTION

In 2004, the eight countries of the CEE: Czech Republic, Estonia, Lithuania, Latvia, Poland, Slovakia, Slovenia and Hungary entered the European Union. It was the crowning achievement of many-years lasting process of the preparations and transformations of the centrally planned economies into the market ones. As a result of the EU enlargement, the Community's area was extended by 25% and population increased by 20%. The earnings per inhabitant in the mentioned eight countries were on average lowered by half when compared to these of the EU-15. Cyprus and Malta are not included in the analysis because of their geographical location, varied peculiarity of economy and transport and also because of the fact that their accession was not preceded by a social-economical transformation [23].

2. ECONOMY OF THE CEE COUNTRIES

The basic macro-economical indexes for the eight new EU countries from 2002-2007, along with the comparison of the averages in the EU-8 and EU-15 are shown in tables 1, 2 and 3.

The highest GDP growth dynamics in the examined period was reached by Slovakia and Slovenia, where the systematic and the continuous growth took place. In Czech Republic, Estonia and Latvia a certain growth of GDP was visible. In 2007, however, a downfall to the level from the 2005 occurred. The GDP was growing systematically in Poland from 2002 (1,4%) to 2007 (6,6%) with a downfall by 3,2% in 2005. Hungary had registered a falling tendency of GDP in the examined period. By the great differences of the dynamics in each countries, the average growth of GDP in the EU-8 in 2007 was over twice higher than that of the UE-15. However, for both the EU-15 and the EU-8, 2007 it was worse than the previous year. As the analysts say, it was the beginning of the currently perceptible economic crisis [23].

In accordance with the report by Fitch Rating, if one assumes that the EU-8 countries will be reaching the GDP growth rate twice as fast as that reached so far, they would be able to reach the average GDP of the EU-15 after 25 years.

Table 1. Basic macro-economic indexes for the EU-8.

Country	GDP (changes in %)						Unemployment (rate in %)					
	2002	2003	2004	2005	2006	2007	2002	2003	2004	2005	2006	2007
Czech Republic	1,5	3,2	4,7	6,0	6,8	6,0	7,3	7,8	8,3	7,9	7,1	5,3
Estonia	7,2	6,7	7,8	9,8	10,4	6,3	10,3	10,0	9,7	7,9	5,9	4,7
Latvia	6,5	7,2	8,5	10,2	11,9	10,2	12,2	10,5	10,4	8,9	6,8	6,0
Lithuania	6,8	10,5	7,0	7,3	7,8	8,9	13,5	12,4	11,4	8,3	5,6	4,3
Poland	1,4	3,8	5,3	3,2	6,2	6,6	19,9	19,6	19,0	17,7	13,8	9,6
Slovakia	4,6	4,5	5,5	6,0	8,5	10,4	18,7	17,6	18,2	16,3	13,4	11,2
Slovenia	3,5	2,7	4,2	3,9	5,9	6,8	6,3	6,7	6,3	6,5	6,0	4,8
Hungary	3,8	3,4	4,6	4,1	4,1	1,1	5,8	5,9	6,1	7,2	7,5	7,4
Average UE-8	3,9	5,3	6,0	6,3	7,7	7,0	11,7	11,8	11,2	9,8	8,3	6,7
Average UE-15	1,1	1,1	2,3	1,5	2,9	2,7	7,6	8,0	8,1	7,9	6,7	6,2

Source:[2] [3]

Table 2. Basic macro-economical indexes for the EU 8 countries

Country	Inflation rate (%)						Total demand (changes in %)					
	2002	2003	2004	2005	2006	2007	2002	2003	2004	2005	2006	2007
Czech Republic	1,8	0,1	2,8	1,9	2,1	3,0	2,9	5,0	10,1	5,5	7,6	6,3
Estonia	3,6	1,3	3,1	4,1	4,4	6,7	7,4	6,9	9,6	14,6	12,8	13,7
Latvia	1,9	2,9	6,2	6,8	6,6	10,1	5,9	9,2	11,3	11,4	11,8	10,9
Lithuania	0,3	-1,2	1,2	2,7	3,8	5,8	11,2	10,6	10,5	10,9	11,1	9,6
Poland	1,9	0,8	3,6	2,1	1,3	2,6	-1,7	5,2	7,9	3,3	4,1	5,2
Slovakia	3,3	8,6	7,6	2,7	4,3	1,9	5,0	7,8	8,0	8,3	7,1	9,0
Slovenia	7,5	5,6	3,6	2,5	2,5	3,8	3,9	4,1	7,4	4,4	3,6	5,2
Hungary	5,3	4,6	6,8	3,6	4,0	7,9	5,0	6,8	8,6	4,9	7,6	8,5
Average UE-8	3,2	2,8	4,4	3,3	3,6	5,2	5,4	5,7	9,1	7,8	8,2	8,6
Average UE-15	2,1	2,0	1,8	1,7	2,3	1,8	0,8	1,0	2,8	3,5	3,9	4,7

Source: [4] [5]

Table 3. Basic macro-economical indexes for the EU – 8 countries

Country	Deficit of public funds (%GDP)						Public debt (%GDP)					
	2002	2003	2004	2005	2006	2007	2002	2003	2004	2005	2006	2007
Czech Republic	-6,8	-6,6	-2,9	-3,6	-2,7	-1,0	28,5	30,1	30,7	30,4	29,6	28,9
Estonia	0,4	2,0	2,3	2,3	2,9	2,7	5,6	5,7	5,2	4,5	4,3	3,5
Latvia	-2,3	-1,2	-0,9	0,1	-0,2	0,1	13,5	14,4	14,5	12,1	10,7	9,5
Lithuania	-1,5	-1,3	-1,5	-0,5	-0,4	-1,2	22,2	21,2	19,4	18,7	18,0	17,0
Poland	-3,2	-4,7	-3,9	-2,5	-3,8	-2,0	39,8	43,9	41,9	42,0	47,7	44,9
Slovakia	-7,7	-3,7	-3,0	-3,1	-3,5	-1,9	43,3	42,7	41,6	34,5	30,4	29,4
Slovenia	-2,5	-2,8	-2,3	-1,4	-1,2	0,5	29,1	28,5	28,7	28,0	26,7	23,4
Hungary	-9,0	-7,2	-6,5	-7,8	-9,3	-5,0	54,0	55,8	56,3	57,7	65,6	65,8
Average UE-8	-4,8	-4,4	-3,0	-2,4	-2,3	-1,0	29,5	30,3	29,8	28,6	29,1	27,8
Average UE-15	-2,0	-2,6	-2,6	-2,4	-1,3	-0,8	61,5	63,0	63,3	64,5	62,8	60,4

Source: [6] [7]

In the majority of the EU-8 countries the exports grew as the result of economic restructurization process and a growth of a production capability. In the Baltic States a dynamic production growth took place, whereas in Slovenia, Hungary and Poland no revival was observed. The important agent of the economic activity growth there was the development of finance services caused by the reform of a bank sector. This made loans more accessible. From the second half-year of 2003, a revival of investment in the CEE countries started which continued until the second half of 2008. In spite of the present weakness of the economy, some experts foresee a systematic increase of investments in the EU-8 countries due to the growth of domestic funds and access to the EU financial programmes intended for modernization and infrastructure development.

The highest inflation rate (see Fig. 2) in the examined period was in Latvia, Hungary, Slovenia and Slovakia, but in the two last years there was a visible tendency for decline. The lowest level of inflation was reported in Czech Republic and Poland. The growing inflation tendencies resulted from, as it appears, the rise of VAT rates in order to adopt them to that of the EU - 15 level, and also

from the growing demand. The annual inflation rate in the examined period was substantially higher in the EU-8 than that in the EU-15.

Analysing total demand percentage changes one can conclude that in the examined period there was a stable growth in the three countries. The declining tendencies in comparison with previous years were visible in Czech Republic, Latvia, Lithuania, Slovenia and Poland. The average total demand in the EU-8 countries in the three following years was growing to the level of 8,6%, whereas in 2005 the highest level of 9,1% was reported. In the EU-15 countries, the average demand was increasing every year, but it had a considerably lower growth dynamics (see Fig. 3).

High unemployment rate (see Fig. 4) could be observed in Poland and Slovakia, but the lowest level of unemployment occurred in Lithuania (with an annual decline concluded finally at 4,3%) and also in Slovenia (the unemployment rate was stable). In 2007, the average unemployment level for the EU-8 countries reached the level almost the same as for the EU-15 countries, which was a good achievement. It is also worth observing that the unemployment level in the EU-8 declined by half.

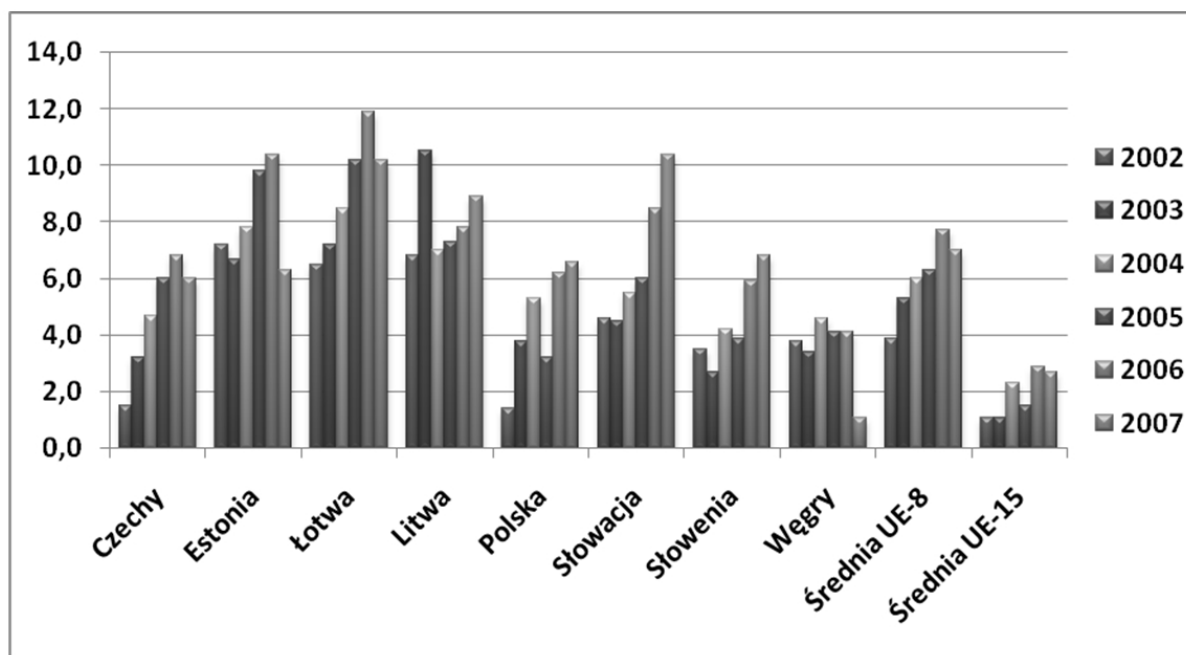


Fig. 1. Gross National Product (annual changes in %) in the EU-8 countries and an average in the EU-15. Source: [8]

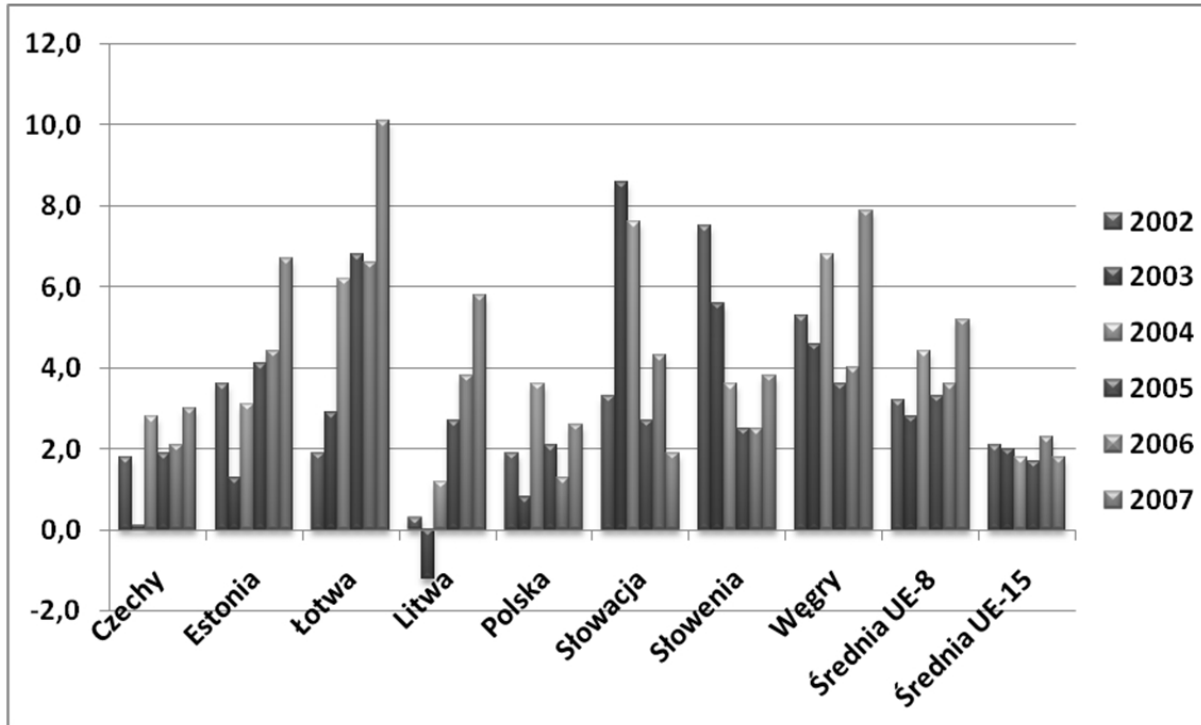


Fig. 2. Inflation rate in the EU – 8 countries and average in the EU-15.
Source: [9]

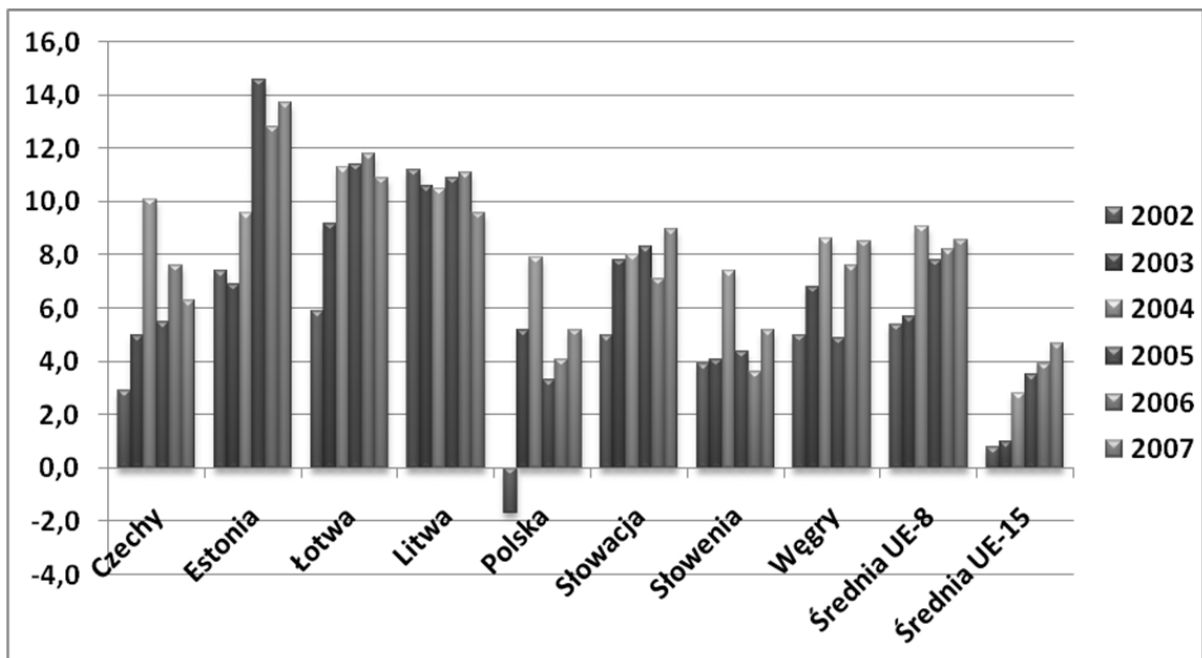


Fig. 3. Total demand (annual changes in %) in the EU – 8 countries and average in the EU-15.
Source: [10]

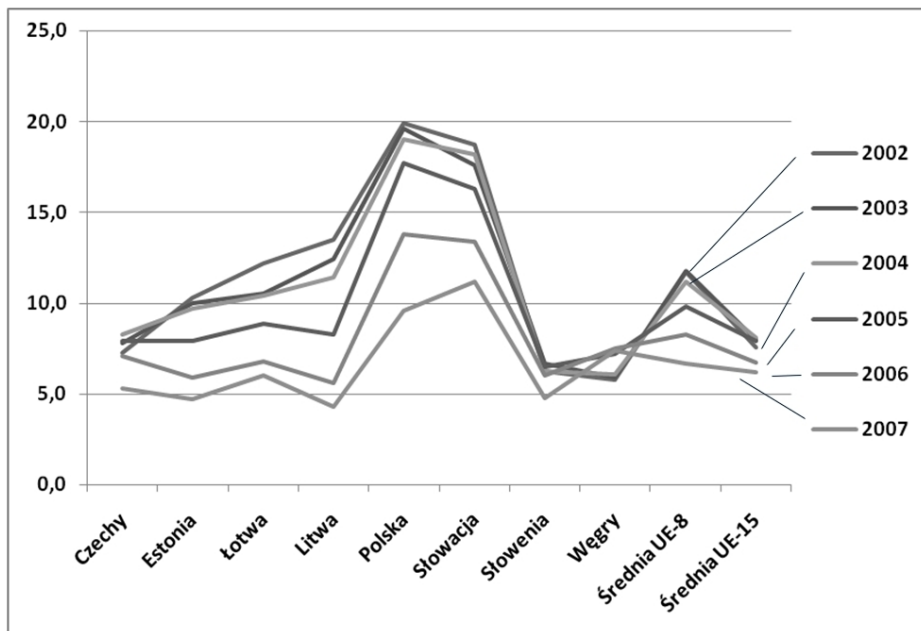


Fig. 4. Unemployment rate in the countries of East Europe UE-15 and average in the EU-15.
Source: [11]

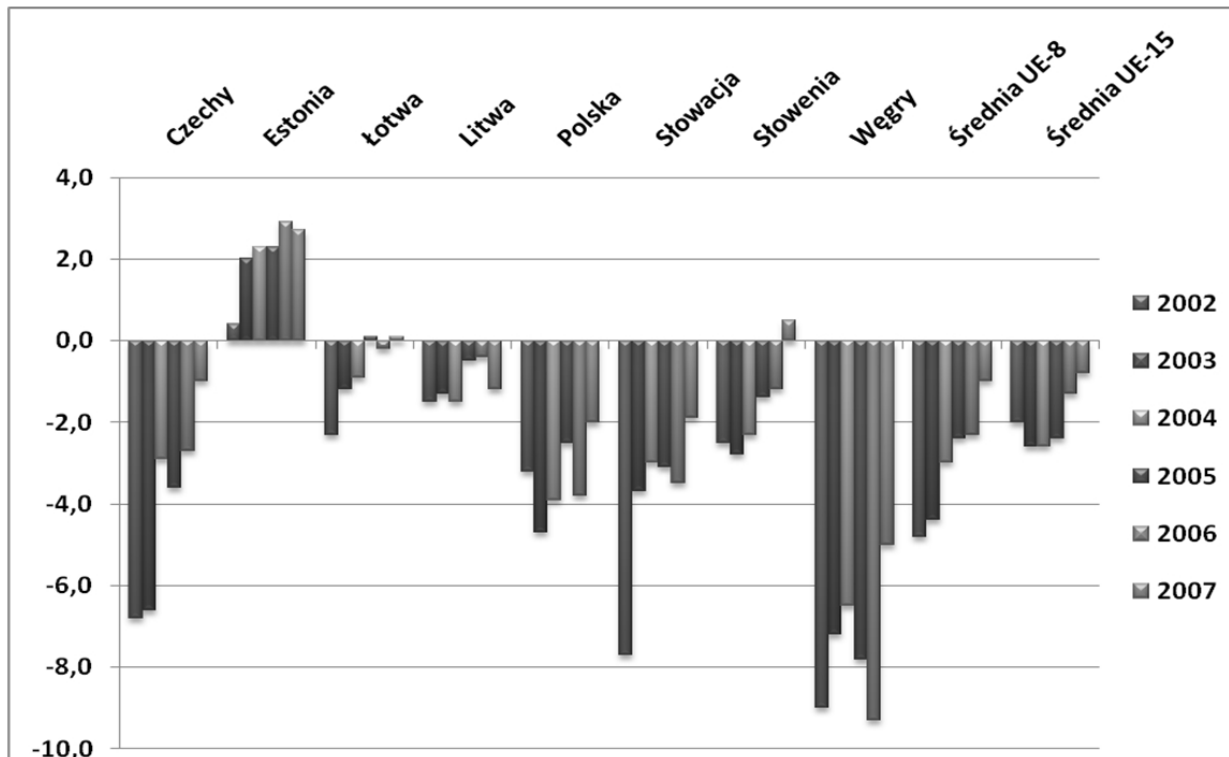


Fig. 5. Public financial deficit in the EU-8.
Source: [12]

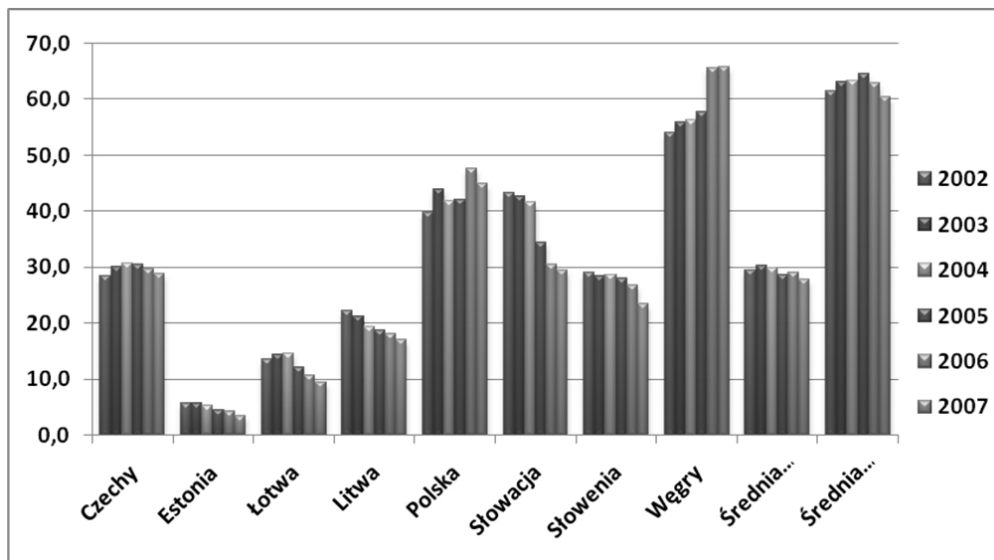


Fig. 6. Public debt (in % GDP) in the countries of the EU-8 and the EU-15.

Source: [13]

The average public finance deficit in the EU-8 declined from 4,8% GDP in 2002 to 1% GDP in 2007 and reached the average deficit in the EU-15. Both in the EU-8 and in the EU-15 in the examined period the decline in the deficit level took place. Estonia was the only country of the EU-8 which during six years reached some surplus. As late as in 2007 these countries achieved success. The lowest deficit in the examined period was reported in Lithuania, whereas the deepest deficit of public finance remained in Hungary. A considerable progress in reducing the deficit was observed in Czech Republic, Slovakia and also in Poland (see Fig. 5).

Part of the countries from the EU-8 still expects some difficult reforms concerning the management of public finance. According to experts' opinion one of the main reasons of still-present high public debt rate in Hungary, Slovakia, Poland and Czech Republic are substantial budget expenditures for social purposes. A low debt level, with a declining tendency, was characteristic for Estonia, Latvia and Lithuania. In 2007, an average public debt (in % GDP) in the EU-8 countries was lower comparing to the average from the EU-15 countries (see Fig. 6).

3. FREIGHT TRANSPORT (IN TKM) IN THE EU-8 AND EU-15 COUNTRIES

3.1 ROAD TRANSPORT

In 1995-2007, the biggest growth dynamics in the CEE regarding transport (measured in tkm) was in road transport. Latvia, Estonia, Slovenia and Lithuania reported the highest growth in the number of shipments. Hungary and Poland reached the average growth while Slovakia and the Czech Republic remained at low level. On average, in the eight countries of Central-East Europe, the road transport of freights in 2007 was lower by 154% than in 1995, where an analogical index in the EU-15 countries reached 38% (see Table 4 and Fig. 7).

3.2 RAILWAY TRANSPORT

In 2007, railways of CEE transported 4% less freights than in 1995, and railways of the EU-15 countries transported 29% more, respectively. The biggest growth (in %) in the rail transport in the EU-8 countries took place in Estonia, Latvia and Lithuania. A small growth was reported by Hungary and Slovenia, and the downfall of transport took place in Poland, the Czech Republic and Slovakia (see Table 5, Fig. 8).

Table 4. Transport freights executed by road transport in the CEE countries.

Country	Carriages of freights executed by road transport (billion tkm)												
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Czech Republic	31,3	30,1	30,6	33,9	37,0	37,3	39,1	43,7	46,5	46,0	43,4	50,3	48,1
Estonia	1,5	1,9	2,8	3,8	4,0	3,9	4,7	4,4	4,0	5,1	5,8	5,5	6,4
Latvia	1,8	2,2	3,4	4,1	4,2	4,8	5,4	6,2	6,8	7,4	8,4	10,7	13,2
Lithuania	5,2	4,2	5,1	5,6	7,7	7,8	8,3	10,7	11,5	12,3	15,9	18,1	20,2
Poland	51,2	56,5	63,7	69,5	70,5	75,0	77,2	80,3	86,0	102,8	111,8	128,3	150,8
Slovakia	15,9	15,9	15,4	17,9	18,5	14,3	13,8	14,9	16,7	18,5	22,6	22,2	27,1
Slovenia	3,3	3,5	3,9	3,8	4,2	5,3	7,0	6,6	7,0	9,0	11,0	12,1	13,7
Hungary	13,8	14,3	14,9	18,7	18,6	19,1	18,5	17,9	18,2	20,6	25,2	30,5	35,8
UE-8	124,0	128,6	139,8	157,3	164,7	167,5	174,0	184,7	196,7	221,7	244,1	277,7	315,3
UE-15	1124,1	1137,3	1172,4	1222,6	1272,8	1317,4	1342,7	1373,7	1373,9	1459,3	1448,1	1526,5	1554,2

Source: [14]

Table 5. Transport of freights executed by rail transport in the countries of Central-East Europe and in the EU-15 (billion tkm).

Country	Carriages of freights executed by railways transport (billion tkm)												
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Czech Republic	22,6	22,3	21,0	18,7	16,7	17,5	16,9	15,8	15,9	15,1	14,9	15,8	16,3
Estonia	3,8	4,2	5,1	6,1	7,3	8,1	8,6	9,7	9,7	10,5	10,6	10,4	8,4
Latvia	9,8	12,4	14,0	13,0	12,2	13,3	14,2	15,0	18,0	18,6	19,8	16,8	18,3
Lithuania	7,2	8,1	8,6	8,3	7,8	8,9	7,7	9,8	11,5	11,6	12,5	12,9	14,4
Poland	68,2	67,4	67,7	60,9	55,1	54,0	47,7	46,6	47,4	52,3	50,0	44,3	51,8
Slovakia	13,8	12,0	12,4	11,8	9,9	11,2	10,9	10,4	10,1	9,7	9,5	9,9	9,5
Slovenia	3,1	2,6	2,9	2,9	2,8	2,9	2,8	3,1	3,3	3,1	3,2	3,4	3,6
Hungary	8,4	7,6	8,1	8,2	8,5	8,8	7,7	7,8	7,6	8,7	9,1	9,3	8,9
UE-8	136,9	136,6	139,8	111,2	120,3	124,7	116,5	118,2	123,5	129,6	129,6	122,8	131,2
UE-15	221,6	223,2	239,8	239,8	237,4	249,4	242,2	239,7	240,6	262,5	262,0	278,0	284,8

Source: [15]

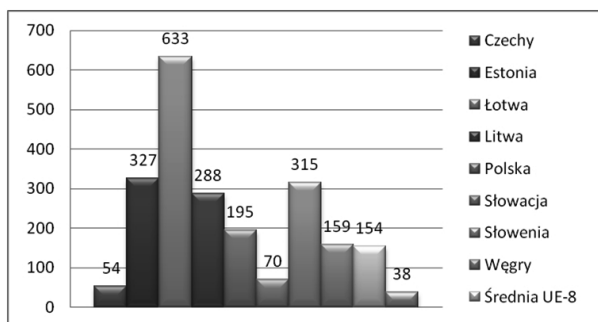


Fig. 7. Growth of transport of freights (in tkm) by road in the EU-15 (difference between the data in 2007 and in 1995 in %).

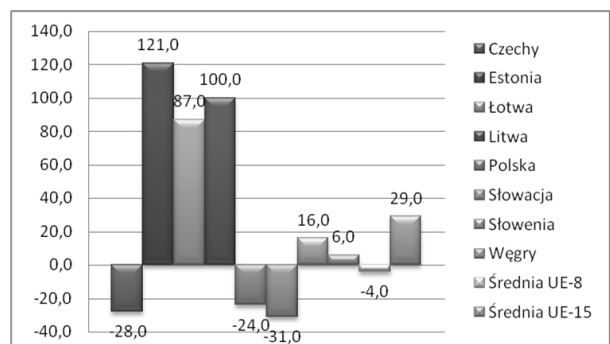


Fig. 8. Growth / downfall of freights (in tkm) by rail transport in the CEE countries and in the EU-15 (difference between the data in 2007 and in 1995 in %).

3.3. THE PIPELINE TRANSPORT

The transport of crude oil by pipelines does not exist in Estonia and Slovenia. Data concerning this part of transport (in tkm) in the remaining 6 countries of the CEE and in the EU-15 between

1995-2007 is shown in Table 6. In 2007, this transport in total in the six CEE countries was 46% bigger than that in 1995, and in the EU-15 there was 9% growth. Transport via pipelines in the new EU member states amounts to half of the EU-15.

Table 6. Crude oil transport by pipelines (the length over 40 km) in the six CEE countries and in the EU – 15 (billion tkm).

Country	Transport crude oil executed by pipelines (billion tkm)												
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Czech Republic	2,3	2,3	2,1	2,1	1,8	1,6	1,7	1,7	1,8	1,9	2,3	2,3	2,4
Latvia	5,3	6,1	6,4	6,6	6,1	6,5	7,5	5,1	3,2	3,3	3,4	3,9	4,2
Lithuania	2	2,3	2,7	3	2,6	3,5	4,8	4,9	5,1	4,3	4,4	4,7	5,1
Poland	13,5	15,3	15	18,4	19,4	20,4	21,1	20,9	23,9	24,8	25,4	25,9	26,1
Slovakia	6,1	5,8	5,5	5,6	5,2	4,6	4,8	4,7	5	5,2	5,3	5,6	5,4
Hungary	2,2	2,4	1,8	1,9	2,3	2,3	2,5	2,4	2,4	2,5	2,6	2,5	2,6
UE-6	31,4	34,2	33,5	37,6	37,4	38,9	42,4	39,7	41,4	42	43,4	44,9	45,8
UE-15	80,2	82,2	82,2	85,3	84,9	85,7	88	86,3	86,8	87,2	87,7	88,1	87,8

Source: [16]

Table 7. Freight transport by inland water transport in four CEE countries and in the EU-15 countries (billion tkm).

Country	Carriages executed by the inland water transport (billion tkm)												
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Czech Republic	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,0	0,0	0,1	0,0	0,0
Poland	0,9	0,9	0,9	1,1	1,0	1,2	1,3	1,1	0,9	0,4	0,3	0,3	0,3
Slovakia	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1
Hungary	1,2	1,4	1,4	1,6	1,0	0,9	1,3	1,7	1,5	1,9	2,1	1,9	2,2
UE-4	2,3	2,5	2,5	2,9	2,2	2,3	2,8	3,0	2,5	2,4	2,6	2,3	2,6
UE-15	114,6	111,4	118,9	121,9	122,0	127,4	125,9	124,9	116,4	126,1	126,2	126,4	126,7

Source: [17]

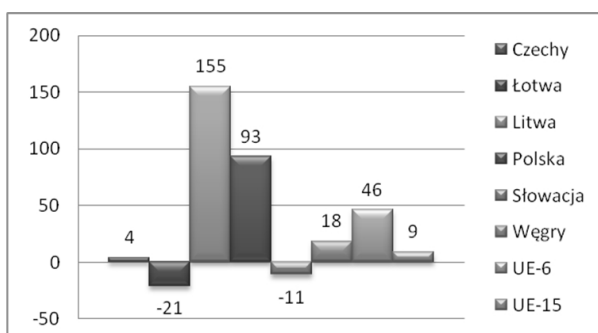


Fig. 9. The percentage growth / downfall of transport for crude oil executed by pipelines in tkm in the six countries of Central-East Europe and in the EU – 15 (the difference between the transport in 2007 and the carriages in 1995 in %)

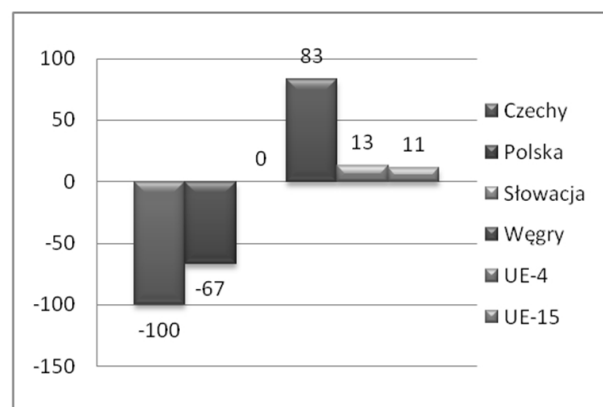


Fig. 10. Growth / downfall of freight transport in tkm by inland waters in four CEE countries and in the EU-15 (the difference between the data in 2007 and in 1995 in %)

3.4. TRANSPORT BY INLAND WATERS

The transport of freights by inland waters does not exist in Estonia, Lithuania, Latvia and Slovenia, and in the remaining countries of the “eight” it has a minor contribution to the total transport of goods. Data concerning this branch of transport in 1995-2007 is presented in Table 7. The growth in this period took place only in Hungary. The situation remained stable in the Czech Republic and in Slovakia, whereas in Poland inland water transport stayed at the level of about 1 billion tkm annually between 1995-2003. However, in 2007 there was a decrease to only 0,3 billion tkm. Transport executed in 2005 in the four above mentioned countries constituted barely 0,2% of the EU-15, where the major transport routes are Rhine, Danube and Elbe rivers.

Figure 8 shows the total freight carriages transport in the EU-8 in 1995-2007. In 2007 it grew by 68% compared with 1995. Road transport had decisive influence on the total growth of the transport in the EU-6.

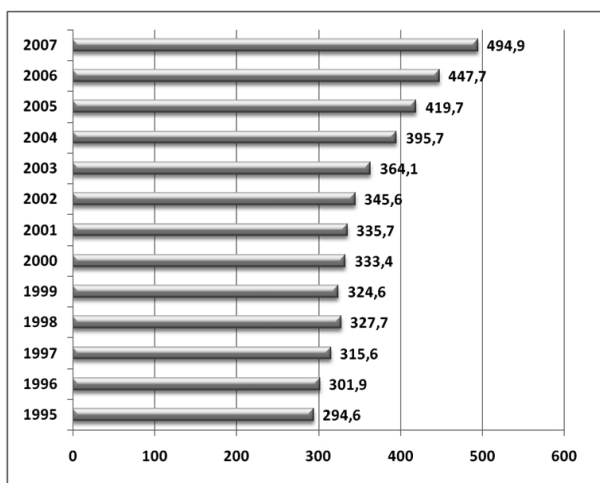


Fig. 11. Total transport of freights in billion tkm (executed by road, railways, pipeline and inland transport) in the EU-8 in 1995-2007.

4. SUMMARY

In general, the EU-8 countries have weaker competition indexes compared to the average results in the EU-15, however Estonia, Slovenia and Latvia have better indexes than e.g. Italy, Spain, Greece or Portugal. In accordance with the criteria of the Lisbon Strategy, Estonia and Slovenia have the most competitive economies of the EU-8.

Slovakia has also good results (Slovakia and Slovenia entered the Euro zone, and it is a good confirmation of their economies' performance). Poland, being the biggest country among the CEE countries, has the weakest position in that perspective.

The EU-8 countries have fast pace of economic growth. However, it is accompanied by significant budget deficit that is hard to be diminished for social reasons.

Newly accessed countries, regardless of the unquestionable development chances, face serious challenges connected with:

- Introduction and application of the *Acquis communautaire*,
- Reduction of taxes in order to assure the competitive position for economies on the liberalized market,
- Provision of domestic funds for co-financing projects for which EU financial assistance was obtained,
- Preparation to fulfill eligibility criteria to enter Euro zone.

The EU benefits resulting from the enlargement in 2004 are the following:

- Increase in the Community economic potential: the EU-25 economic situation is influenced by EU-8 economies which are two times more competitive than so called “old” EU. Therefore, economic growth of the EU is stimulated by the new member states;
- In accordance with the opinion of German government *there are present in common consciousness among others the following effects of the EU enlargement: the growth of significance of Internal Market of the EU, enrichment of the culture and spirit diversity, growth of internal safety, growth of jobs, facilitation in journeys all over Europe, enlargement of the market for small and medium enterprises, elevation of life quality through the common policy to protection of the environment, enforcement of the peace conditions in Europe* [18].
- Speed up and intensification of social and economic reforms serving the development of the European Union, improving the integration processes and enforcing the

consolidation of the activity in each of the fields¹;

- As it is underlined in the Fitch Ratings report, the financial gains stemming from taxes and job costs reduction in the new Member States will increase their competition capability, and it will influence on speed up the reform [19];
- In the report by W. Kok² the “Enlargement of the EU – achievements and challenges” it was accepted that the main factor enforcing the European economy will be the open borders of the Community.
- The enforcement of the EU position in economy and international politics through application of common rules in international relations and broadening the sphere of common EU foreign and security policy [20].

The enlargement of the EU in 2004 will create in the nearest future the need to solve a lot of complex problems and will require i.e.:

- Ratification of the EU constitutional treaty;
- Setting objectives, their structure and financial provision after 2013;
- Taking action to decrease the differences in the levels of development among Member States, in particular between so called “old” and “new” Member States. In the long run the goal is to achieve the average economic level of the EU 15 countries by CEE countries, but it will need, according to the experts opinion, several dozen years [22];

¹ In the light of the latest evaluation of realization “General Guidelines for Economical Policy” (BEGG) the main elements of economical strategy of the EU are the accepted by Member States to be implemented: macro-economic policy oriented towards the growth of stability, economical reforms tending to increasing the dynamics of growth of Europe, strengthening the balance of public finances. Compare: Communication from the Commission on the implementation of the 2003-2005 broad economic policy guidelines COM (2004)20Final. Brussels, 26 Jan. 2004.

² The competent sources show that abolition of the restrictions imposed so far in translocation of people to the country will cause the limited inflow of persons seeking job, e.g. acc. To German institutes IFO and DIW up to 2005 the inflow of workers to the EU-15 will cover totally 3,75 mln people, i.e. up to 5% of population of these countries.

- Reorientation of the coherence policy of the EU towards the East [23], where the support is mostly needed; the East policy of the EU may not be limited only to the realization of the rules of correct cooperation within EU – Russia axis;
- Deepening the economic integration of the Member States and the enforcement of competitive position of the European Community through the utilization of economic position of the newly accessed countries³;
- Finding the best method to deal with pressures of the external competition, in particular in the field of technology.

In the implementation of the above signaled selected tasks, their significance will be connected with the improvement of decisive mechanisms and general functioning the EU institutions. The substantially greater role in the integration process of the enlarged EU should be given to the “management changes”, effects of which create a basis for more effective operation of the whole Community.

The further substantial growth of the road freight transport in the EU-8 countries will have a negative influence on the environment, increasing congestion on roads and reducing safety of roads users.

BIBLIOGRAPHY

- [1] Mindur M., *Kraje Europy Środkowo-Wschodniej w latach 2002-2005 gospodarka i przewozy ładunków*, „Przegląd Komunikacyjny” 2007, No 8.
- [2] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&screen=detailref&language=en&product=REF_TB_national_accounts&root=REF_TB_national_accounts/t_na/t_nama/t_nama_gdp/tsieb020 [28.12.2008r 12:00]
- [3] <http://rynekpracy.pl/artikul.php/wpis.60#tabela1> [28.12.2008r 12:00]

³ The European Commission prognoses that GDP in the most developed countries of the EU-8, i.e. Estonia, in 2007 will increase by 9,5%, in Hungary (the lowest GDP) – 2,4%. For 2008 the Commission prognoses the growth of GDP in Estonia by 8%, Latvia by 8,0%, Poland by 4,8%, Czech Republic by 4,2%, Slovenia by 4,5%, Hungary by 2,7%.

- [4] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=REF_SI_EB&root=theme0/si_eb/tsieb060&zone=detail [28.12.2008r 12:00]
- [5] http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KSW-BU-07-002/EN/KS-BU-07-002-EN.PDF [28.12.2008r 12:00]
- [6] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=_SHORTIES&root=theme0/shorties/euro_na/na_geng/na200pc&zone=detail [28.12.2008r 12:00]
- [7] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=_SHORTIES&root=theme0/shorties/euro_na/na_geng/na220pc&zone=detail [28.12.2008r 12:00]
- [8] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&screen=detailref&language=en&product=REF_TB_national_accounts&root=REF_TB_national_accounts/t_na/t_nama/t_nama_gdp/tsieb020 [28.12.2008r 12:00]
- [9] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=REF_SI_EB&root=theme0/si_eb/tsieb060&zone=detail [28.12.2008r 12:00]
- [10] http://epp.eurostat.ec.europa.eu/cache/ITY_OFFPUB/KSW-BU-07-002/EN/KS-BU-07-002-EN.PDF [28.12.2008r 12:00]
- [11] <http://rynekpracy.pl/artykul.php/wpis.60#tabela1> [28.12.2008r 12:00]
- [12] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=_SHORTIES&root=theme0/shorties/euro_na/na_geng/na200pc&zone=detail [28.12.2008r 12:00]
- [13] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=_SHORTIES&root=theme0/shorties/euro_na/na_geng/na220pc&zone=detail [28.12.2008r 12:00]
- [14] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=REF_TB_road&root=theme0/t_road/ttr00005&zone=detail [29.12.2008r 12:00]
- [15] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=REF_TB_rail&root=theme0/t_rail/ttr00006&zone=detail [29.12.2008r 12:00]
- [16] http://epp.eurostat.ec.europa.eu/cache/ITY_OzdFFPUB/KS-jjgCZ-05-001/EN/KS-CZ-05-001-EN.PDF [29.12.2008r 12:00]
- [17] http://epp.eurostat.ec.europa.eu/portal/page?_pageid=1996,39140985&_dad=portal&_schema=PORTAL&product=REF_TB_inland_waterways_transport&root=theme0/t_iww/ttr00007&zone=detail [29.12.2008r 12:00]
- [18] Compare: Statement of German government "Frankfurter Allgemeine Zeitung" of 21.04.2004 and materials by RCSS.
- [19] See: EU enlargement – an end and a beginning. Special report, Fitch Ratings, 29.04.2004
- [20] See broadly, e.g. Grosse G. *Theoretical models of the EU future*, "Poland in Europe" No 43, 2004
- [21] See e.g. "Financial Times", 14.04.2004
- [22] "The EU Economic Policy". European Communities, 2003, No 10, p. 30 and further.
- [23] Mindur M., *Gospodarka i transport w Unii Europejskiej*, [in:] *Transport Europa-Azja*, M. Mindur (ed.), Warszawa-Radom 2009.

