

INTRODUCTION

In the post-industrial development of civilisation and the gradual transformation into information society, the role of services sector as a growing economic base for the development of spatial systems increases. Under these conditions, business entities representing various branches of the sector have different meaning and possibilities for development in spatial systems.

In many countries and regions, tourism plays a significant role as the economic base. In the new economic concepts it is treated as an important element of the market that requires the creation of more and more attractive products (M. Żemła). Interesting examples of the effect that tourism has on the economic growth of selected regions are works studying the dynamic development of cultural tourism in South Korea (M. Bajgier-Kowalska, M. Tracz, K. Wałach) and the tourist activity of Chicago Polonia (K. Ziółkowska-Weiss). Taking into considerations social needs, making urban spaces accessible for tourists with disabilities becomes an important aspect. This was presented through the example of Kraków (M. Popiel).

In the global process of socio-economic development, the automotive industry plays an especially important role, as it shows a strong tendency to constant modernisation and as it is characterised by innovativeness designed to increase the efficiency of production technologies and the use of new sources of power. This issue is referred to through the analysis of the car market in Poland. Said analysis allows for the identification of factors that can influence the size of demand for new cars and for defining their role using econometric models (T. Strykiewicz, R. Kudłak, J. Gadziński, B. Kołsut, W. Dyba, W. Kisiała). A car is seen here as an important means that facilitates quick movement of people, making them independent from public transport that does not always respond to regional and local needs, and in the case of rail transport, that has certain limitations. In the European rail transport such a serious barrier to the movement of goods is different gauge (T. Bocheński). This requires additional handling which is made possible by terminals developed in handling areas. This issue is referred to by the article on creating a logistic chain integrating different transport means and terminals based on the example of intermodal terminals in the Greater Poland Voivodeship (M. Beim, B. Mazur, A. Soczówka, R. Zajdler).

Processes of internationalisation of industrial production and services provide specific opportunities for exercising tertiary activity in areas with adequate work resources, good communication availability and supply of modern office space. An example of this is Gdynia, in which numerous business entities were formed. Those entities provide services for business for foreign and national entities, in particular those related to maritime economy (M. Tarkowski). To those general trends also relate the processes of development of large-format facilities, usually connected with investments from international corporations and located in areas of potentially receptive

market. An example of this are Kraków shopping malls whose clients differ in terms of behaviours and preferences (A.I. Szymańska, M. Płaziak). The lack of stability in terms of financial supply in households and elaborate credit activities contribute to the excessive indebtedness of clients which leads to consumer bankruptcy (P. Nowak). In spatial management, information on the socio-economic characteristics studied and activity of business entities in local and regional systems is of vital importance. Due to the limitations faced by general statistics, it is complemented by Regional Territorial Observatories whose job it is to collect, pre-process and share data with interested individuals and institutions (B. Stelmach-Fita, M.P. Pękalska, P. Bartoszczyk). In this context, digital infrastructure for collecting and acquiring standardised spatial data on land use plays a crucial role (B. Stelmach-Fita). The present volume is concluded with articles devoted to the choice of educational services in higher education (D. Piróg), the role of key competencies in communication in corporate structures and co-operation of enterprises (J. Żukowska), Polish tax system, whose complexity constitutes one of the barriers to the development of economic activity (J. Pach), and the sectoral structure of the economy of European countries as perceived by their residents (T. Padło).

Papers presented emphasise the diversity of services sector activity which significantly influences the functioning and development of economies in regional and local systems. It is safe to assume that as the economic growth continues, different branches of the sector will be further developed and new types of services will emerge, which will be of great interest to economic geographers.

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