

BOTTLENECKS and OBSTACLES to the development of intermodal transport in Poland

I. Infrastructural barriers:

- still poor quality of rail infrastructure
- closures and difficulties related to the continuous and endless modernization of railway lines
- frequent congestions or cross-border problems PL/BY and PL/DE

II. Too high costs of access to railway infrastructure considering:

- very low commercial speed of freight trains (< 30 km / h)
- significantly lower costs of access to road infrastructure
- lack of motivation for the infrastructure manager to act and improve the situation

Obvious solution: let's treat rail transport exactly in the same way as road transport !

- higher/premium access rates (like for the highway) - for average commercial speed over 70 km /h
- lower/discounted rates - for average commercial speed between 40-50 km/h
- free access to railway infrastructure - for commercial speed below 40 km/h

III. Lack of understanding and hence lack of proper support from the government administration!

- not even one-man department/ section responsible for intermodal transport in Infrastructure/Transport Ministry

And on top of above: **the local barricade against intermodal built by DCT Gdańsk**

=> „manipulation fee” = additional and mandatory fee for containers delivered or picked up by rail and not by road!

Everyone - **even DCT** - talks about how nice, how needed and how „green” intermodal solutions are, but only very few - **and DCT is not one of them** - really support development on intermodal transport.

It is time to stop talking and start acting!

