



# GVT GROUP OF LOGISTICS

- › GVT INTERMODAL FREIGHTMANAGEMENT BV
- › RAILPORT BRABANT BV
- › RAIL TERMINAL RZEPIN SP. Z.O.O.

**WE  
LEAD  
THE  
WAY »»**



# » ABOUT US

UNIQUE SYNCHROMODAL LOGISTIC SERVICE PROVIDER



## ALL LOGISTIC SERVICES IN ONE COMPANY

- › Intermodal transport (Own rail company, wagonsets and barges)
- › Inland barge terminals (Tilburg, Weert)
- › Inland rail terminals (Tilburg, Rzepin)
- › Benelux transport & distribution (5 strategic HUBs)
- › European Freight Management (LCL/FCL)
- › Warehousing (170.000m2, bulk, racking, ADR)

# » BOTTLENECKS AND SOLUTIONS

- › Main subject Challenges in West Poland / Border with Germany
- › North Sea – Baltic Corridor

## Challenges:

- » Increase in volumes on the border
- » Working /improvement procedures at the border
- » Infrastructure bottlenecks
- » Task Force

# » TEN-T NETWORK NORTH SEA BALTIC





# » INCREASE IN VOLUMES

Solutions:

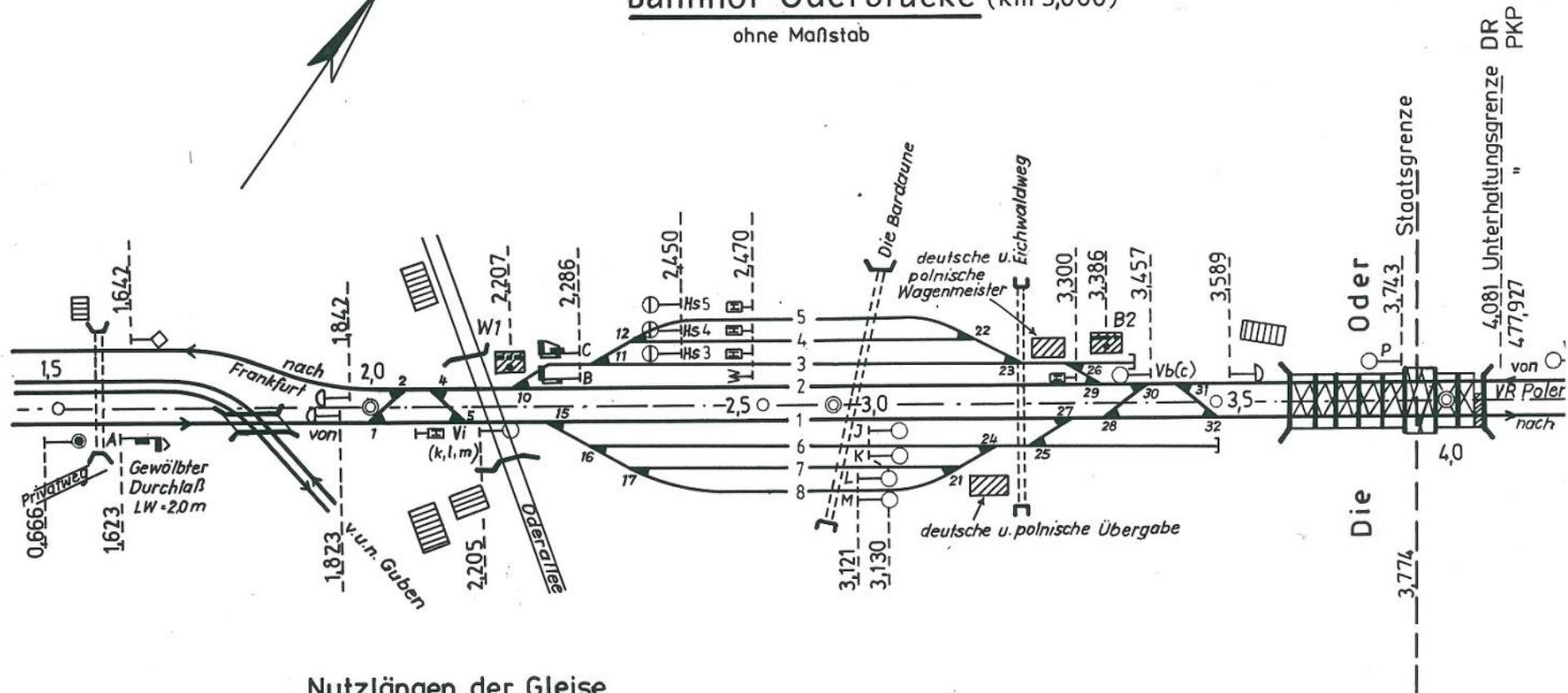
- › Create longer trains of 740m
- › Frankfurt Oder and Rzepin have already tracks with more than 750m length
- › Track optimisation

Action:

- › Now the passenger trains use the longer tracks (1 & 2) but only have a length of 200-300m. They should shift to track 5 and 8. So the long train can use track 1 & 2.
- › Planning of the extra tracks

# Bahnhof Oderbrücke (km 3,000)

ohne Maßstab



## Nutzlängen der Gleise

Gleis 1 = 1000 m	Gleis 5 = 800 m
" 2 = 1050 "	" 6 = 800 "
" 3 = 880 "	" 7 = 750 "
" 4 = 800 "	" 8 = 750 "

# » IMPROVEMENT PROCEDURES

Solutions for short time:

- › The lock driver switch should be allowed in Rzepin and Frankfurt Oder Main
- › Only the power switch should be allowed in Frankfurt Oder Brücke
- › The number of lock drivers who speak Polish and German is very low, so allow both languages
- › Wagon check and brake test should be at first station, before or after the border
- › There are criminal activities on the border, so more and better security

Frankfurt Oder Main < > Frankfurt Oder Brücke < > Rzepin

# » INFRASTRUCTURAL GROWTH



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## Frankfurt Oder Brücke

Why should this be possible?

- › This crossing is the most important in the TEN-T network for east-west connections.
- › There are no buildings in this area
- › Challenge is the height difference
- › Other solutions is to expand in Rzepin

# » TASK FORCE BODK

There should be a task force for this border.

- › This type of task force we also have at the border crossing Bad Bentheim
  
- › Members
  - » Ministeries of Infrastructure
  - » PKP-PLK
  - » DB
  - » DB Netze
  - » Users
  
- › Frequency: every 3 months
- › Action list / Owners / Timelines