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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

(Thirty-eighth session, 7-9 October 2002,  
agenda item 7 a))

**ACTIVITIES AND DEVELOPMENTS IN UNECE MEMBER COUNTRIES,  
OF UNECE BODIES AND OTHER ORGANIZATIONS OF INTEREST  
TO THE WORKING PARTY**

**New developments in the field of combined transport in UNECE member countries**

**Development of Combined Transport by the Polish State Railways**

**Transmitted by the Government of Poland**

The Polish State Railways (PKP Cargo S.A.) has realized a strategy of combined transport development. At present following services of combined transport are offered: carriage of containers, swap bodies, semi trailers and special containers in ATCS system (Abroll Container Transport System).

The highest level of traffic growth was observed during 1994 – 1998. In 1999, like in some other European countries, the trend of growth was stopped, but since 2000 the increase of traffic has been noted (see table1).

In the structure of combined transport the carriage of containers is dominating (81%), but there is a trend of decreasing its shares in overall transport volumes. Transport of swap bodies has got a tendency to grow (of 68% in 1999-2000). The share of semi trailers is still very low (about 1%), but with introduction of new pocket wagons based service there is a chance for further development of this segment on combined transport market.

The railways combined transport traffic has been concentrated at the following routes:

### **1. International links West – East:**

- Berlin – Małaszewicze – Moskwa („OST WIND” and „EAST WIND”),
- Rotterdam – Małaszewicze – CIS countries,
- Bremerhaven – Małaszewicze,
- Hamburg – Warszawa,
- Rotterdam – Warszawa,
- Duisburg – the Polish terminals (Wrocław, Gliwice, Pruszków, Gądki),
- Gutersloh – Wrocław.

### **2. International links North – South:**

- Verona – Gliwice,
- Mlada Boleslav – Poznań Garbary,
- Wiedeń – Sosnowiec Południowy,
- Prerov – Police.

### **3. Internal links:**

- regular train connections Baltic sea ports – inland terminals (i.e. “Sawa Express”),
- others inland connections.

The special product called, “Service Sobieski” has been launched, with effect on international cooperation between railways and operators, which offers the house – to – house services in combined transport Poland and Austria.

PKP Cargo in cooperation with combined transport operator start to offer a new service in ATCS system.

Table 1

a) **The volume of combined transport done by PKP in 1994 – 2001**

<b>Years</b>	<b>ITU's in thous. TEU</b>	<b>Tonnes in thous.</b>
1994	114,8	1180,6
1995	138,2	1361,7
1996	195,6	1654,8
1997	255,9	2125,1
1998	316,9	2401,9
1999	257,3	1751,2
2000	272,9	2079,4
2001	224,6	1968,6

There are about 20 terminals – PKP's and belonging to others operators, which are utilized in combined transport connections.

To improve the quality of transport services and access to relevant information on combined transport traffic a new computer information system (SLEDZ) has been under preparation.

Traffic volumes in combined transport are expected to increase coming from a new investment in rolling stocks and terminals as well as development of new block trains links. In the near future links between Poland and Hungary, Germany, Czech Republic are among the first to be launched.

There are plans to implement by PKP Cargo SA the ISO 9000-2000 standards for combined transport in 2003-2004.

In the PKP Cargo program of combined transport development till 2006 there is a goal to increase a share of combined transport up to 10% in total transport volume of that operator.

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