

Legal Aspects of the EU Intermodal Transport Policy

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The only solution to the growing problem of transport infrastructure congestion is the intermodal transport. With the sharply increasing number of vehicles on the roads and the ever decreasing possibilities for creating enough new resources to cater to demand, road traffic threatens to come to a grinding halt. Clearly other transport modes - especially railways, inland waterways and sea shipping, will have to play a greater role, if we are to avoid the chaos that looms ahead. The major obstacle to the smooth implementation of the plans in regards of intermodal transportation is the lack of a strategic plan, which should include an analysis of regional needs of individual parts of the country, and the demand for such transport. To cope with the extra traffic prompted by economic growth, different modes need to combine their services to create a sustainable and efficient transport system. And this system must be environmentally-friendly and not put the competitiveness of the European economy at risk. For this purpose the European Government and UE members have to concentrate on a law regulation in order to avoid problems with proper intermodal transport implementation.

Keywords: intermodal transport, efficient transport system, regional needs of transport, transport policy.

1. INTRODUCTION

For many years, intermodal transport has been promoted by the European Union institutions and its development has been included in many objectives of the EU policies, including the transport policy. The main objective of the European Union transport policy is removing the barriers in all sectors of transport by unifying technical, fiscal and social regulations, promoting competition and ensuring non-discrimination of carriers, regardless of their registered office¹. It is emphasized in the reference books that the notion of shifting freight transport from roads to other modes is essential for the objectives of transport policy and the creation of implementation plans. Due to the fact that this notion can contribute to achieving significant EU objectives related to environmental protection. Intermodal transport,

also called “combined” or “multimodal”² has a significant meaning in the economic aspect – because of its being cost and energy efficient – as well in the environmental aspect, due to the reduction of pollution caused by potent gases emission, through the shifting of freight transport from roads to other, more eco-friendly modes³.

In order to standardise the rules of shaping the EU policy regarding the development of intermodal transport, strategic documents were

¹[www.cie.gov.pl/HLP/files.nsf/0/95DE7164C6BBAD72C1256FDA0029C969/\\$file/Polityka_transportowa_UE.pdf](http://www.cie.gov.pl/HLP/files.nsf/0/95DE7164C6BBAD72C1256FDA0029C969/$file/Polityka_transportowa_UE.pdf)

² Glossary for transport statistics, 3rd Edition, European Commission, 2003. The term “intermodal” is used interchangeably with terms “combined”, “multimodal”, or even “co-modal”. Yet the term “combined transport” is used in accordance with the Directive in force – EEC 92/106 of 1992. In Poland, the name “intermodal” is used more often, despite the fact that the term “combined” appears in the traffic law act. Note that all German-speaking countries and UIRR exclusively use the term “combined transport” (kombinierteverkher).

³ Negative externalities of road transport include accidents, air pollution, impact on climate change, noise and degradation of nature. According to some sources, rail transport has 40 times less negative impact than road transport.

created, giving the basis for the programmes to be carried out across Europe and in individual EU member states. Being a member of European Union since 2004, Poland is also carrying out the programmes of intermodal transport promotion, support and development.

The wider aspect of this issue can be found in many scientific publications, such as the article "Combined transport / intermodal in Poland"⁴ and „Supporting intermodal transport in selected countries and conclusions for Poland"⁵ and „Intermodal transport in Europe and in Poland"⁶. It should be also paid attention to the publication of Marek Sitarz, such as „Modern technologies of transport"⁷ and „The development of intermodal transport in Poland until 2015"⁸. In these publications are presented a variety of issues related to intermodal transport, both in Poland and in the countries of the European Union.

2. EU STRATEGIC DOCUMENTS AND INTERMODAL TRANSPORT PROGRAMMES

One of the main directions of the EU transport policy is reducing the negative environmental impact of transport by supporting eco-friendly transport technologies and sectors represented by intermodal transport. In the EU programming documents (White and Green Papers), legal acts (directives, regulations), aid programmes (Marco Polo), etc. it is emphasized that the directions of European transport policy development should be subject to the rules of sustainable development and sustainable movement. The documents also underline the necessity and need to implement any viable, environment-oriented technical standards. Transport should meet the market needs while ensuring the lowest possible level of environmental impact.

⁴ L. Mindur, Wronka J., *Transport kombinowany/intermodalny w Polsce*, Przegląd Komunikacyjny nr 12, XII/ 2005, s. 65.

⁵ Tamże.

⁶ L. Kolański, *Transport intermodalny w Europie oraz w Polsce*, Przegląd Komunikacyjny nr 4, IV/2006, s. 3.

⁷ L. Mindura (red.), *Współczesne technologie transportowe*, wydanie 2 poszerzone, Instytut Technologii i Eksploatacji, Radom 2002.

⁸ J. Wronka, *Program rozwoju transportu intermodalnego w Polsce do 2015r.*, OBET, Warszawa-Szczecin 2001.

Laws underlying the transport-related operations undertaken by the European Union and its member states involved in the European development, EU transport policy directions, guidelines and instruments (including economic and financial ones) are specified in legal acts and programming documents. Technical standards and parameters of transport network in the respective sectors of transport are specified in applicable agreements and international conventions, to which Poland is a party as well⁹.

2.1.1. European Union documents

Some of the EU documents¹⁰ concerning transport development strategy for Europe including the development of intermodal transport:

- 2011: Communication from the Commission to the Council and the European Parliament - *Setting up an Aviation Safety Management System for Europe*. COM(2011) 670, final of 25.10.2011¹¹;
- 2011: White Paper. Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System. COM(2011) 144, final of 28.03.2011¹²;
- 2010: Europe 2020 Strategy;
- 2009: Green Paper - TEN-T¹³: A policy review. Towards a better integrated;
- trans-European transport network at the service of the common transport policy. COM(2009)44 of 04.02.2009.¹⁴;
- 2009: Communication from the Commission - A sustainable future for transport: Towards an integrated, technology-led and user

⁹ *Strategia rozwoju sektora transportu Województwa Zachodniopomorskiego do roku 2020 [Transport Development Strategy for Zachodniopomorskie Province to 2020]*, Wydawnictwo Szczecin 2010, p.13.

¹⁰ *Transport Development Strategy to 2020 (with perspective to 2030) [Strategia Rozwoju Transportu do 2020 Roku (z perspektywą do 2030 roku)]*, the Ministry of Transport, Construction and Maritime Economy, Warsaw, 22 January 2013.

¹¹ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0670:FIN:PL:PDF

¹² www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:PL:HTML

¹³ Trans-European Transport Network

¹⁴ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2009:0044:FIN:EN:PDF

- friendly system. COM(2009)279 of 17.06.2009¹⁵;
- 2009: Communication from the Commission - Mainstreaming sustainable development into EU policies: Review of the European Union Strategy for Sustainable Development. COM(2009)400 of 24.07.2009¹⁶;
 - 2009: Communication from the Commission - Action Plan on Urban Mobility. COM(2009)490 of 30.09.2009¹⁷;
 - 2009: Directive 2009/29/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 2003/87/EC so as to improve and extend the greenhouse gas emission allowance trading scheme of the Community (so-called EU ETS);
 - 2009: Directive 2009/29/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles¹⁸;
 - 2008: Communication from the Commission - Action Plan for the Deployment of Intelligent Transport Systems in Europe. COM(2008)886 of 16.12.2008¹⁹;
 - 2008: Directive of the European Parliament and of the Council laying down the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other transport modes. COM(2008)887 of 16.12.2008²⁰;
 - 2008: Communication from the Commission – Greening Transport. COM(2008) 433 of 08.07.2008²¹;
 - 2008: Communication from the Commission - Strategy for the internalisation of external costs. COM(2008)435 of 08.07.2008²²;

¹⁵ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52009DC0279:EN:HTML:NOT

¹⁶ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2009:0400:FIN:EN:PDF

¹⁷ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52009DC0490:EN:NOT

¹⁸ Official Journal EU L 120 of 15.05.2009, p. 5, with further amendments.

www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:120:0005:0012:PL:PDF

¹⁹ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0886:FIN:EN:PDF

²⁰ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52008PC0887:EN:NOT

²¹ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0433:FIN:PL:PDF

- 2008: Marco Polo Programme COM(2008)847²³;
- 2008: Communication from the Commission - Rail noise abatement measures addressing the existing fleet. COM(2008)432 of 08.07.2008²⁴;
- 2007: Communication from the Commission - Freight Transport Logistics Action Plan. COM(2007)607 of 18.10.2007²⁵;
- 2007: Green Paper - Towards a new culture for urban mobility. COM(2007)551 of 25.09.2007²⁶;
- 2004: TEN-T guidelines – 2004. DECISION No 884/2004/EC amended by Decision No 1346/2001/EC and Decision No 884/2004;
- 2001: White Paper. European Transport Policy for 2010: Time to decide.
- COM(2001) 370, final of 12.09.2001;

Basic programming documents of European Union formulating its strategy in the field of intermodal transport will be described further in the article.

2.1.2. The European Commission's White Paper of 2001

White Papers lay the foundation for transportation management including intermodal transport. They are customarily accepted and established forms of recording EU transport-related strategic documents. In 1992, White Paper entitled "The future development of the common transport policy" (COM(92) 494 of 2 December 1992) was issued by the European Commission in accordance with the priorities set at the time. The paper was devoted to market opening and it established changing the proportions of contribution of individual transport modes to the overall transport as the main objective.

Already in the European Commission's White Paper of 2001 entitled "European transport policy for 2010: Time to decide", COM(2001) 370 final of 12th September 2001 much space was devoted

²² www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52008DC0435:EN:NOT

²³ [WWW.bip.mi.gov.pl/pl/bip/projekty_aktow_prawnych/projekty_unijne/proj_marco_polo/pxproj._rozp._marco_polo_com2008_0847pl.pdf](http://www.bip.mi.gov.pl/pl/bip/projekty_aktow_prawnych/projekty_unijne/proj_marco_polo/pxproj._rozp._marco_polo_com2008_0847pl.pdf)

²⁴ www.eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52008DC0432:EN:NOT

²⁵ www.mi.gov.pl/files/0/1789946/logistyka.pdf

²⁶ www.mi.gov.pl/files/0/1789917/zielonaksiga.pdf

to the necessity of intermodal transport development. It acknowledged the necessity to promote intermodal transport by investing in suitable connections with sea lanes, inland waterways and railway. One of the White Paper's objectives was the promotion of efficient "door to door" transport with the use of more than one mode of transport. White Paper of 2001 postulated the achievement of this objective by increasing the efficiency of alternative modes of transport for road transport, for example short-distance sea shipping, rail and inland waterway shipping. It also assumed the necessity to support alternatives for road transport, with special emphasis on long-distance transport, in order to reduce traffic congestion and improve safety and general ecological situation. The White Paper proposed also the development of motorways of the sea as a "real competitive alternative to land transport".

2.1.3. Keep Europe moving - Sustainable mobility for our continent

The objectives of the 2001 White Paper were sustained and extended in "Keep Europe moving - Sustainable mobility for our continent" of 22 June 2006 COM(2006) 314, which evaluated the implementation of White Paper objectives in the middle of the period covered by the White Paper. The document stated that intermodal transport was crucial to the development of the European transport, with the assumption that freight shipping and passengers number increased by 50% and 35 % respectively, until the end of the period covered by the White Paper. It also noted that none of the goals set in 2011 has been achieved, because almost no sectoral changes had occurred in the transport market up until then. Moreover, the demand for the freight shipping had not shifted towards more eco- and human health-friendly transport technologies.

2.1.4. Trans European Transport Network guidelines (TEN-T)

In accordance with the 2001 White Paper objectives providing for the necessity to carry out programmes of plans implementation, on 29 April 2004 there were accepted the new guidelines of the 1996 programme Trans European Transport Network (TEN-T), mentioned in the Decision No 1692/96 of the European Parliament and of the Council of 23 July 1996. It was in order to finance the implementation of plans for freight shipping by

motorways of the sea. Project implementation began in 2005.

The implementation of those strategic programmes has begun also in Poland. Transport strategy concerning the development of sea shipping aims primarily at "the increased contribution of sea shipping in servicing Polish foreign trade turnover and transit and the improved quality of sea shipping servicing the mentioned turnover achieved by the use of EU programmes oriented to the development of land and sea connections, with special emphasis on short sea shipping and motorways of the sea"²⁷. The published data indicate that all governing bodies in Elbląg, Gdańsk, Gdynia and Szczecin-Świnoujście implement accepted investment projects, provided for the period to 2015, and most of them have long-term investment plans. Authority of the Port of Gdynia has already invested PLN 763 million in 2003 to 2010 and in 2001 to 2015 it is going to spend PLN 413 million for investments. The plans also include the creation of the motorway of the sea between Gdynia and Karlskrona.

2.1.5. Regulation No 913/2010 of the European Parliament and of the Council

The EU conception presented in the Regulation No 913/2010 of the European Parliament and of the Council of 22 September 2010²⁸ concerning special allocation of paths for freight transport is significant as it can lead to considerable improvement in the average speed of freight trains. The regulation included the European Commission's recommendation to establish at least one corridor dedicated exclusively to freight shipping. The corridors were to be established in each of the European countries by 2012, which would largely enhance the transport of goods.

²⁷ Op.cit. *Transport Development Strategy for Zachodniopomorskie Province to 2020*, Wydawnictwo Szczecin 2010, p.93.

²⁸ www.eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:276:0022:0032:PL:PDF

2.1.6. Directive of the European Parliament and of the Council on Harmonisation and standardisation of intermodal loading units

On 7 April 2003, the Directive on short sea shipping {SEC(2004) 875}²⁹ was established as a part of the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions. It aimed at removing problems associated with the lack of efficiency in intermodal transport resulting from different sizes of containers used in Europe. Furthermore, the regulation helped to better integrate short sea shipping with intermodal transport chain.

2.2. PROGRAMMES ON INTERMODAL TRANSPORT DEVELOPMENT STRATEGY

2.2.1. Marco Polo

The Marco Polo programme³⁰ is one of the numerous initiatives that have been undertaken as a part of the implementation of objectives established by the White Paper of 2001. Marco Polo³¹ followed the programme "Pilot Actions for Combined Transport" (PACT), which expired at the end of 2001. The programme with the budget of € 102 million was designed for 2003-2006 and it aimed at directing international freight transport to the short sea shipping, rail shipping and inland waterway shipping. According to the programme objectives, 12 billion ton kilometres of road transport should be shifted to other modes each year.

As the programme ran in accordance with its objectives, on 14 July 2004 the EU Commission proposed its continuation; the second stage Marco Polo II for 2007-2013 was accepted. It had a bigger budget of € 450 million and extended over all countries adjacent to the European Union. The programme postulated reducing detrimental impact of road transport on environment and shifting heavy load transit from roads to rails. Special

emphasis was put on reducing the negative impact of road transport by increasing cost-effectiveness of rail transport in container system and in the transportation of entire load units.

In 2013 the Court of Auditors drew up the Special Report no 3³² (presented pursuant to the second subparagraph of Article 287(4) of TFUE) entitled "Have the Marco Polo programmes been effective in shifting traffic off the road?". Having examined the implementation of the programmes objectives, the Court of Auditors stated that they were in consequence ineffective. The programmes did not lead to the implementation of established objectives and they made only minor contribution to the reduction of road freight shipping. Unfortunately, on the day of the article's creation it is still impossible to estimate the predicted benefits of reducing the negative impact of freight transport on the environment (e.g. reduction of traffic volume and improvement of safety on roads) due to the lack of data³³.

2.2.2. Operational Programme Infrastructure and Environment for 2007-2013³⁴

The European Union is currently undertaking numerous ventures aimed at co-financing transport development. The Operational Programme Infrastructure and Environment for 2007-2013 is financed under the European Regional Development Fund, with a priority: Intermodal transport development. The programme postulates allocation of over € 111 million for the support for the creation of logistics hubs and container terminals and for the purchase of special devices and wagons for intermodal transport.

2.3. THE EUROPEAN COMMISSION'S WHITE PAPER OF 2011

White Paper of 25 December 2011, the resolution entitled: "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system", COM(2011) 144 final of 28 March 2011³⁵ – fully devoted to the transport-related issues. It included another recommendations concerning the optimization of multimodal supply chains

²⁹ www.eurlex.europa.eu/Notice.do?mode=dbl&lang=pl&ihtmlang=pl&lng1=pl,lt&lng2=cs,da,de,el,en,es,et,fi,fr,hu,it,lt,lv,mt,nl,pl,pt,sk,sl,sv,&val=389037:cs

³⁰ Covered by the Regulation (EC) No 1382/2003 of the European Parliament and of the Council of 22 July 2003 on the granting of Community financial assistance to improve the environmental performance of the freight transport system.

³¹ Official Journal EU L 196, of 02.08.2003

³² www.eca.europa.eu/Lists/ECADocuments/SR13_03/SR13_03_PL.PDF.

³³ Ibidem.

³⁴ www.pois.nfosigw.gov.pl

³⁵ www.ec.europa.eu/transport/themes/strategies/2011_white_paper_en.htm

operation together with strengthening the position of rail in the transport chain. The plan takes into consideration the necessity to lighten road transport by transferring some of the shipments to rail and waterway modes of transport. It also includes the creation of the TEN-T multimodal base network of high quality and capacity, production of suitable information services, reduction of greenhouse gases emission by reducing the growth of traffic volume and establishing efficient multimodal connections.

2.4. THE EUROPEAN COMMISSION'S WHITE PAPER OF 2011

Apart from the already mentioned documents, the European Parliament issued a number of resolutions on transport³⁶:

- of 12 February 2003 on the White Paper of the Commission, entitled: "European transport policy for 2010: Time to decide";
- of 12 July 2007 on sustainable mobility for the European continent;
- of 6 July 2010 on sustainable future for transport;
- of 21 October 2010 on integrated maritime policy – evaluation of progress made and new challenges;
- of 5 July 2011 on the Commission's fifth Cohesion Report and the strategy for post-2013 cohesion policy;
- of 6 July 2011 on aviation security, with a special focus on security scanners;
- of 27 September 2011 on European road safety 2011-2020 and the Commission Communications entitled: "The Citizen's Network" (COM(1995)0601) and "Action Plan on Urban Mobility" (COM(2009)0490);
- of 1995, entitled: "Towards fair and efficient pricing in transport" (COM(1995)0691) and its communication of 1988, entitled: "Transport and CO 2" (COM(1998)0204).

2.5. POLISH DOCUMENTS CONCERNING INTERMODAL TRANSPORT

Regulations concerning intermodal transport can be found in the act of 6 September 2001 on road transport³⁷. It contains a definition of intermodal transport which is based on the EU

regulations, due to the fact that the act implements some of the directives of European Communities³⁸.

After Poland's accession to the European Union, it began taking part in the programmes dedicated to its members, and since then it has also had the right to receive TEN-T funding. In 2004-2010 Poland obtained € 74.01 million of co-funding from TEN-T for the implementation of 27 projects for transport improvement, with the total amount of € 157.31 million.

During the first years of its membership in the EU, Poland could only apply for the funds allocated as a part of annual contests – so-called non-MAPs (Multi Annual Programmes), excluding funds provided by long-term projects – MAPs. However, from 2007 onwards, Poland can participate in contests for MAP funds for 2007-2013.

Concepts of long-term plans for the development of intermodal transport in Poland are contained within four strategic government documents, which are mentioned further in the article.

2.5.1. National Development Plan for 2004-2006

The document was drawn up on the basis of the guidelines included in the Council Regulation (EC) No 1260 of 21 June 1999 (1260/99/EC) laying down general provisions on the Structural Funds³⁹. It was approved by the Council of Ministers in 2003 and became the foundation for the SPOT programme (sectoral programme for operational transport). It included descriptions of priorities and operations undertaken as a part of the programme. That comprehensive document defined socio-economic strategy of Poland in the first years of its membership in the European Union. It determined directions and specified the amount of national funds required in order to carry out development-related operations and the required amount of support granted by the structural funds⁴⁰. The question of necessity to integrate respective sectors

³⁶ The information comes from the official website on legal regulations: www.eur-lex.europa.eu.

³⁷ The road transport act of 2001 - Journal Of Laws No. 125, item 1371 with further amendments.

³⁸ Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (Official Journal EC L 368 of 17.12.1992).

³⁹ www.bip.mrr.gov.pl/Dokumenty%20oficjalne/Okres%20programowania%202004-2006/Akty%20prawne%20PL/Documents/2NPR20042007.pdf

⁴⁰ S. Olszewska-Kuźniarska, Research Bulletin no 80, Series: Administration and Management no (7)2009, Siedlce, 2009.

of transport and to create logistics hubs and container terminals in rail network is also raised in the document.

It must be noted that there is no information on achieving goals connected with intermodality.

2.5.2. Country Development Strategy 2007-2015

Country Development Strategy for 2007-2015 was accepted by the Council of Ministers on 29 November 2006. It is the first such document accepted by the Council of Ministers. It marks a new stage in the planning of socio-economic development of the country⁴¹. The document is designed for 9 years, but it is updated every four years⁴². In accordance with strategy objectives, the Polish Government has planned to allocate € 258 million granted by the Operational Programme Infrastructure and Environment for 2007-2013 (including € 112 million from Structural Funds) and about € 64 million by the Regional Operational Programmes to intermodal⁴³ transport development. Under the Priority2 entitled "Improvement of technical and social infrastructure", the section "Transport infrastructure" highlights the necessity to increase the rail transport contribution to overall transport, and especially to heavy and dangerous freight shipping. It was established that "support will be provided for the investments in the intermodal transport infrastructure, i.e. the creation and modernization of freely accessible logistics hubs, container terminals in railways and ports and the implementation of IT systems enabling freight tracking and logistics hubs servicing"⁴⁴. Even though the significance of intermodal transport was acknowledged, no figures related to it were included in Priority2 implementation rates.

2.5.3. National Strategic Reference Framework 2007-2013⁴⁵

The document was issued in order to implement the EU cohesion policy in Poland and to create the conditions facilitating the competitiveness of knowledge economy and entrepreneurship ensuring the increase in employment and higher level of social, economic and spatial cohesion⁴⁶. It is not the government document in the strict sense, but a reference for the Operational Programme Infrastructure and Environment. On the basis of needs analysis concerning transport modernization to enhance environmental protection, the document highlights the significance of investments in intermodal infrastructure and the necessity to implement IT and communication systems⁴⁷. This document does not include any rates related to intermodality either.

2.5.4. National Transport Policy for 2006-2025⁴⁸

The National Transport Policy for 2006-2025 was approved by the Polish Government in June 2005. Under the Objective 4: "Integration of the transport system – in sectoral and territorial aspects" it encompasses detailed development objectives for intermodal transport and ways of their implementation. Development of intermodal systems was listed as one of 10 priorities of transport policy⁴⁹. In order to achieve the objective, it is necessary to carry out a number of changes in legal regulations and priority ventures for infrastructure development, including the creation of terminal networks and logistics hubs. Shifting customs clearance from the Eastern border is indispensable, as well as creating infrastructures for regional logistics hubs and connecting them

⁴¹ www.mrr.gov.pl/rozwoj_regionalny/polityka_rozwoju/srk/strony/strategia_rozwoju_kraju_2007_2015.aspx

⁴² www.uniaeuropa.org/strategia-rozwoju-kraju

⁴³ Institute for Structural Research (IBS), Predicted impact of SPOT projects for intermodal transport development on the increase in the number of shipments by intermodal transport, Warsaw, 2008, p.15.

⁴⁴ Page 34 in: www.mrr.gov.pl/rozwoj_regionalny/Polityka_rozwoju/SRK/Documents/SRK_2007_2015.pdf

⁴⁵ NSRF was drawn up in accordance with the requirements of art. 27 of Council Regulation (EC) No 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1260/1999: www.funduszeuropejskie.gov.pl/WstepDoFunduszyEu/ropejskich/Documents/NSRO_maj2007.pdf

⁴⁶ www.wrpo.wielkopolskie.pl/index.php?option=com_content&view=article&id=168&Itemid=378

⁴⁷ Page 55 and 138 in: www.funduszeuropejskie.gov.pl/WstepDoFunduszyEu/ropejskich/Documents/NSRO_maj2007.pdf

⁴⁸ www.cms.transport.gov.pl/files/0/1795243/PolitykaTransportowaPastwanalata20062025Rzdowa.pdf

⁴⁹ Ibidem, p. 3,7, 10,13.

with existing and future infrastructures for roads and rail. Standardisation and harmonisation of intermodal load units must also be performed.

2.6. OTHER LEGAL REGULATIONS AND DOCUMENTS ON TRANSPORT

The legal regulations on transport development in Poland included in the already mentioned programmes and development strategies (which are also indirectly related to intermodal transport) can also be found in legal acts and documents listed below⁵⁰.

- 2010: Minister of Infrastructure Regulation of 14 July 2010 concerning the list of national roads allowed for the movement of vehicles with allowable stress of the single axle up to 11.5 t.⁵¹;
- 2009: Maritime Policy of the Republic of Poland up to 2020. MI [Ministry of Infrastructure], September 2009;
- 2009: The Council of Ministers Regulation of 20 October 2009 amending the regulation on the network of motorways and expressways⁵²;
- 2008: Programme for the creation and implementation of high-speed rail in Poland. MI, August 2008.⁵³;
- 2008: Master plan for rail transport in Poland to 2030. MI, August 2008⁵⁴;
- 2007: Development strategy for seaports to 2015⁵⁵;
- 2007: Operational Programme Infrastructure and Environment. MRR [Ministry of Regional Development]. National Strategic Reference Framework 2007–2013. Version accepted by the European Commission on 7 December 2007 (decision EC C(2007)6321⁵⁶;

⁵⁰ The Ministry of Transport, Construction and Maritime Economy, Transport Development Strategy to 2020 (with perspective to 2030), Warsaw, 22 January 2013.

⁵¹ Journal of Laws No. 138 item 932 and of 2011 No. 124, item 703: <http://lex.pl/serwis/du/2010/0932.htm>

⁵² Journal Of Laws No. 187, item 1446): <http://lex.pl/serwis/du/2009/1446.htm>

⁵³ Approved by the Council of Ministers Act No. 276/2008 of 19 December 2008

⁵⁴ www.mi.gov.pl/files/0/1790341/MasterPlanpokonsultacjiach281008.pdf.

⁵⁵ The Council of Ministers Act No. 292/2007 of 13 November 2007.

www.mi.gov.pl/files/0/104/strategiaporowalistopad2007.pdf.97

⁵⁶ www.pois.gov.pl/ – version of 21 December 2011.

- 2007: National Plan for the Implementation of the European Rail Traffic Management System in Poland⁵⁷;
- 2006: Airport Network and Aviation Ground Facilities Development Programme⁵⁸;
- 2005: National Transport Policy for 2006–2025. MI, April 2005.⁵⁹;
- 2005: National Road Safety Programme 2005–2007–2013 GAMBIT 2005⁶⁰;

3. CONCLUSIONS

On the basis of the analysis of the documents presented, it may be concluded that the major obstacle to the smooth implementation of intermodal transport development programme is the lack of an individual strategic plan. Such a plan should include regional needs analysis (for the respective parts of the country), the demand for the mode of transport in question and the comprehensive list of needs. It should be promoted in every possible way, not only by financing investment projects. Due to the fact that the issue of intermodal transport is essential for environmental protection, it is raised in strategic documents on the development of Europe and Poland.

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