Dear Reader,

The Logistics Infrastructure section of the Scientific Journal Logistics & Transport has been created in order to provide the space for topics related to road systems (for vehicles and railway) as well as to waterways, airports and seaports, hubs, terminals, logistics centres and telecommunication networks on a given area. A variety of concepts of infrastructure appear, both globally and locally, such as warehouses or transhipment stations. The area of science that deals with logistics has been constantly developing. Scientific research that has been carried out, improvements that have been elaborated and authors' suggestions – they all belong to the above described section of the Scientific Journal. There is a strong need in the logistics-transport-forwarding environment to share knowledge and innovative solutions in the area of logistics infrastructure.

Therefore, the aim of the transport infrastructure engineering is realizing logistics infrastructure solutions. It includes durability, quality and utility of material, construction and project solutions for new and modernized roads, railways or bridges. For new constructions the safety of users and inhabitants remains the priority, as well as lowering energy consumption, decreasing the use of natural resources, waste production, and lowering harmful emissions during transport, and hence minimizing damage to natural environment.

Last decades have brought new solutions in transport infrastructure engineering. Polish engineers have been working on projects in line with European guidelines. These project have been appreciated and awarded all over the world.

The constantly running development of the railways is worth mentioning, as it aims at adjusting them to High Speed Trains. The main railway lines in Poland have been improved, and Pendolino has been introduced.

Our transport routes are constructed by well-educated specialists of great practical knowledge. In Poland many kilometres of highways, express roads and those of lower technical categories have been built, along with the whole infrastructure, and old sections have been modernized. The cutting-edge technologies of perpetual paving have been used. A significant increase in road traffic can be observed in our country. The biggest part of road transport are trucks that are usually 2.45 m wide and weigh up to 24 tons. The road network in Poland allows a free and comfortable movement and carriage of goods. The road paving can be damaged due to traffic and climate factors, and the damage depends on the type of paving and materials used for construction. Heavy trucks traffic is responsible for most damages to paving, and therefore road constructions should be suitable for the size and stress of these vehicles' wheels, and to the intensity of traffic in a projected durability period, on most heavily loaded lane. Overloaded vehicles that transgress the acceptable load on axes cause most damage to our roads. Such situations should be avoided, and Polish transport routes need to be taken care of.

Wojciech Kozłowski, Opole University of Technology
The International Scientific Committee