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# **Problems of German - Polish railway transport crossing the border - line**

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## Problems of Infrastructure within the German-Polish Border Region:

Single-track lines

Reduced switches and possibilities to cross trains

Low maximum speed (40-80 km/h)

Several level crossings without gates (40 km/h)

Dilapidated bridges (10-30 km/h)

Gaps of electrification

Non Infrastructural Problems are also important !

- ➔ Freight trains have to wait 3-6 h at the German-Polish border stations despite EU membership of Poland
- ➔ No possibility to travel Poznan - Berlin - Poznan by train in a daily trip (back and return in one day) despite good infrastructure (160 km/h)

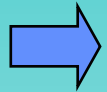
- ➔ We should start to make railway transport more attractive with measures that cost no money or not much money !
- ➔ If we can reach an first increase of railway use, the regions have better arguments in their lobbying for investments in the infrastructure against national governments

➔ Optimization and better coordination of German and Polish timetables can reduce the travel time between 60-120 minutes in many cases !

Important station of optimization time tables:

- Angermünde (to Szczecin)
- Szczecin Główny (to Gdansk, Kolobrzeg and Swinoujscie)
- Kostrzyn (to Gorzow)
- Frankfurt/Oder (to Poznan)
- Rzepin (to Zielona Góra)
- Poznan (to Wroclaw)
- Cottbus (to Zagan, Legnica)
- Forst (to Zagan, Legnica)
- Görlitz (to Jelenia Góra, Wroclaw)
- Wegliniec (to Jelenia Góra)





A more intense coordination between railway companies offering Intercity trains, Regional trains and Regional Bus companies can create new connections with almost no additional costs.

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- ➔ Better communication of attractive German and Polish special offers of tourist tickets.
- ➔ Common sale at all German and Polish stations

like:

“Brandenburg - Berlin – Ticket”

“PKP Bilet turystyczne”

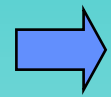
“Schönes Wochenende Ticket”

Our goal:

“Oder-Ticket“ valid one day for the whole region

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Better Communication between all  
German and Polish German Protagonists  
and knowledge of  
“Intercultural Competence”  
is necessary !



## First Step of Communication Strategy:

### Exhibitions:

“160 years Railway Berlin - Stettin” (2003)

“160 years Railway Berlin - Breslau” (2006)

Communication Strategy:  
“160 years Berlin-Stettin”  
(May 2004)



# Communication Strategy: “160 years Berlin - Breslau” (2006)



➔ **Second Step:**

Round Table of Railway Transport  
inside Oder-Region:  
Better Communication, Coordination

➔ **Third Step:**

Common German-Polish  
administration for coordinating public  
transport  
(Verkehrsverbund Oderregion)?

