



Transport Geography Papers of Polish Geographical Society

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INTRODUCTION

Wprowadzenie

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The first volume of the *Transport Geography Papers of Polish Geographical Society* (in polish *Prace Komisji Geografii Komunikacji PTG*) published in 2019 contains 6 articles. The papers focus on current and relevant problems and their goals have both cognitive and application nature. The first four articles deal with the issue of transport accessibility and travel behaviour. Recognition of this problems is a very important in the context of management of mobility and shaping travel demand. The last two articles present a proposition of proprietary solutions aimed at improving the functioning of the transport system.

The first paper prepared by Grażyna Rosa, Izabela Ostrowska and Agnieszka Tomasiewicz explained the impact of price promotions on buying decisions of 'young passenger' in railway transport in Poland. Authors used survey method conducted on a sample of 353 people from all over Poland in aged 18-29. The paper have shown that relevant timetable that is tailored to passenger's needs and competitive price have the greatest impact on the travel behaviour.

The article of Femi Ola Aiyegbajeje is a broad analyze of travel behaviour in the Taxi Transport System in Lagos Metropolis in Nigeria. This problem will be probably attracting more and more interest in the coming years due to the development a new taxi corporations as Uber or Bolt. The study showed that Uber had the highest preference (41.3%) followed by Bolt (36.8%), with traditional taxi company recording only 6.9%. Based on this study it would appeared to be justified that Uber and Bolt is more popular alternative for passenger than a traditional taxi company.

In the third article Sławomir Goliszek analysed transport accessibility for various purposes, as: indoor swimming pools, cinemas, shopping centres and hospitals in Szczecin, based on time component. The most important observation of this paper was the fact that about 90% of people has a chance to get to a selected service facility within 30 minutes by public transport. The areas in the northern part of Północ district of Szczecin had the worst transport accessibility, while the best

transport accessibility to the studied purposes had areas in Śródmieście.

Vladimír Székely and Ján Novotný also discussed the issue of transport accessibility. The authors examine whether the regional public transport functional organization in the adequately fulfils the function the service of "general economic interest". The spatial extent of this research was limited to the Prešov administrative region (NUTS 3). The analysis showed the importance of public transport in Slovakia has not decreased, there are differences between particularly districts, and bus transport plays a decisive role in public transport, providing more than 92% of all direct connections between municipalities and their district centres.

The next article prepared by Nicolay Shipka, Mykhailo Smyrnyi, Vitalii Herasymenko and Valentina Pryanicka deals with issue related to the efficiency of electric transport system in the largest cities. The reduction of energy consumption in public transport sector has received much attention in recent years, due to the constant increase of the energy resources cost and environmental pollution. Authors has been carried out the analysis of electric traction drive of tram cars which are operated in the cities

of Ukraine, based on energy performance, compliance with modern technical requirements, costs for modernization, operating costs, reliability, unification of electrical equipment. What is more, the article is a proposition a technical solutions which improve the energy efficiency in electric public transport.

In the last paper in this volume Viloms Oszter tried to answer the question 'How to establish and operate cross-border public transport in a peripheral rural area'? The main purpose of this study was to analyze the passenger traffic flow across the Austrian-Hungarian border, which is one of the busiest border section of the EU. The first part of the paper was a overview of the main socio-economic characteristic of the study area, identifies the factors influence to the continuous growth of cross-border traffic and also present the passenger volume data. In the second part of the paper author proposed two new proprietary solutions to achieve a sustainable modal shift towards public transport in the peripheral border area.

On behalf of the Editorial Board, thanks all the journal's collaborators and supporters and I wish readers pleasant reading of papers.

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