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INTRODUCTION

Wprowadzenie

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The third volume of Transport Geography Papers of Polish Geographical Society (Prace Komisji Geografii Komunikacji PTG) published in 2020 includes seven research articles and two review articles.

In the first article Martin Bárta analyses the accessibility and connectivity of public transport in the city districts of Krakow, Poland. In this research the author uses a new analysis method proposing a set of indicators based mainly on easy accessible data of geographical and transport character such as area and population of districts, accessibility, frequency and connectivity of connections. The paper not only illustrates very well the disparities among districts of the city in the provision of public transport but it can also serve for specific identification of strengths and weaknesses of transport services and its possible optimization.

Problems of urban transport are discussed also in the article of Marta Borowska-Stefańska, Michał Kowalski, Martyna Maczuga, Bartosz Szustowski and Szymon Wiśniewski who have researched the opinions of elderly people about municipal transport services in Lodz, Poland. Their questionnaire survey conducted on 400 inhabitants of Bałuty district in Lodz demonstrates that older city residents have generally quite a high opinion of municipal transport services. On the basis of their survey the authors formulate suggestions for the transport policy of Lodz including shortening of waiting time by increasing the frequency of connections and punctuality as well as increasing the level of accessibility to stops and enhancing the clarity of travel information.

Also the third paper addresses issues of municipal transport, however of different character. In

fact, Michał Dzięcielski, Adam Radzinski and Marcin Woźniak are among few researchers who have studied the phenomenon of bike sharing in Poland. On the example of the fifth-largest Polish city of Poznań they analyse the spatial distribution of city bikes travels. The authors use Web API data source which enables them to present a broad picture of the activity of city bike users in the analysed city. The study shows that in Poznań this activity has a strongly asymmetrical spatial distribution with the prevalence of city centre stations and the domination of short trips.

Stanisław M. Koziarski analyses the expanding of motorway and expressway network in the post-socialist countries of the European Union in the years 2004–2019. The accession of Central-Eastern European countries in the EU has enabled large-scale investments in their mostly neglected road transport infrastructure. The most advanced expansion of the national motorway system has taken place in Poland and Hungary. Stable development, with a slight annual growth of the length of new motorways, can be observed in Bulgaria, Croatia, the Czech Republic, Romania, Slovakia and Slovenia. By contrast, stagnation in the development of roads of this type is occurring in Lithuania, Latvia and Estonia. Despite these regional differences, it can be said that a Central European motorway network is at the stage of creating a coherent system of international connections.

The only article devoted to maritime transport is the paper of Sandra Żukowska which presents the concept of green ports, i.e. ports that apply development and investment measures to mitigate the negative impact of port operations and to improve environmental conditions. The author analyses the case of the Polish port of Gdynia which has implemented several actions in order to lower its negative environmental impact, e.g. it has reduced pollutant volumes entering inland waters and has launched the monitoring of harmful particulate matter content in the air.

The subject of the next article by Gabriela Czapiewska is intermodal transport in Poland in the context of sustainable development. After having presented the problem of sustainable transport in

general and the definitions of intermodal transport, the author discusses the determinants and conditions of its development in Poland. Although intermodal transport has still a small share in the total haulage in Poland, its role is increasing consistently and dynamically. This is connected with the beneficial geographical location of the country, the global development trends and – last but not least – with large-scale EU funds allocated in transport infrastructure development.

The article by Oleksandr Karpenko, Anton Osmak and Yulia Karpenko has a more general character as it discusses the question of the theoretical substantiation of the mechanisms of overcoming the digital inequality of the population in Ukraine. The authors propose recommendations to be implemented in order to overcome this inequality, including implementation of artificial intelligence digital education algorithms, creation of Centers of Interoperable Governance (CIS) and application of geo-information technologies (start-ups) such as digital logistics system of public transit routes.

The final two texts of the present volume are two book reviews by Ariel Ciechański: "Nie zdążę" [I won't make it] by Olga Gitkiewicz and "Problemy transportowe miast: stan i kierunki rozwiązań" [Problems of urban transport: the state and ways of solutions] by Anna Mężyk and Stanisława Zamkowska. The former book is not a scientific study, however as the first book to address the problem of transport exclusion from the perspective of an average public transport user it is certainly a valuable text also for transport geographers and all doing research in transport based social exclusion. The latter is a handbook written mainly for students of technical and economic colleges related to transport. Nevertheless, it can be interesting also for transport geographers who can find there numerous valuable ideas and inspiration for their work.

On behalf of the Editorial Board, I wish all readers an interesting and pleasant reading and inspiration for further scientific research.

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