



ZARZĄD DRÓG I TRANSPORTU

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Lodz Regional Tram



Tradition-Today-Tomorrow



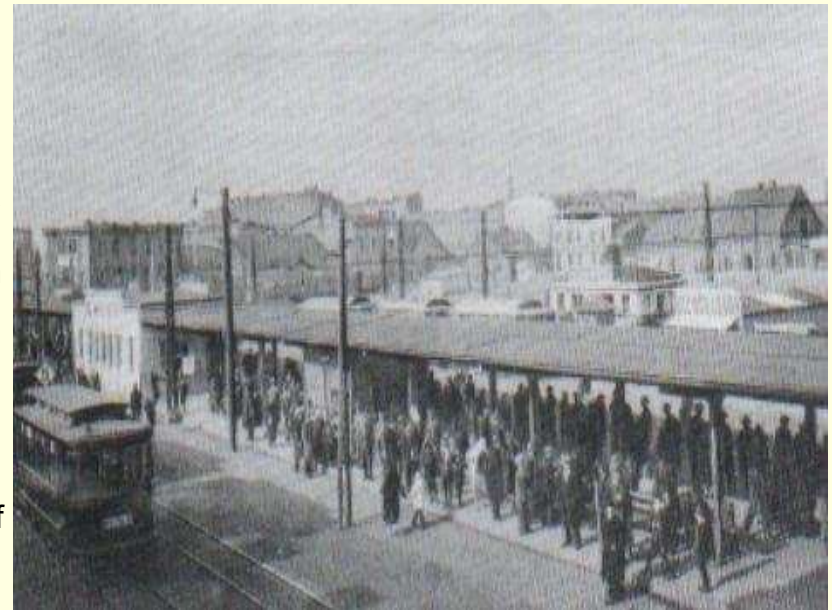
1. Tradition

Electrified tramway lines on routes:

Lodz – Zgierz

Lodz – Pabianice

were put into operation on 17 January, 1901 that was 7 years before first electric tramline ever was open in Warsaw. This enterprise was a private initiative. The investment was implemented by a consortium called The Lodz Narrow Track Commuting Electric Railways (LWEKD), established in 1898, which built tramway lines from own, joint-stock capital and serviced the connections on the basis of a long-term concession granted by the Russian tsar Nicholas II. That enterprise was an idea elaborated by a group of entrepreneurs from Lodz. After concession deadline the infrastructure and the rolling stock were to be transferred to the state authorities. Therefore the BOT (Build – Operate – Transfer) formula has been not a concept created in modern times but used to be a method of implementation of public sector investments and of performance of public sector services before Poland regained independence. The enterprise was profitable, as the dividend was paid regularly to shareholders. Also demand for the services was growing rapidly: in 1901 1.8 million passengers were serviced, in 1911: 6.5 million.



Beginning of 20th Century: a view of Bałucki Market where the southern end of the Lodz-Zgierz line was located.



2. Today

The tramway route Zgierz – Lodz – Pabianice has been continuously operating till nowadays and presently services over 40,000 passengers per day. It's one of the longest tramway tracks in Europe. Connections between the three cities were serviced by the lines which didn't provide direct connections from Zgierz to Pabianice via the centre of Lodz. Since February 1st, 2004 those lines has been replaced by metropolitan line number 11, establishing direct connection between the centers of three main cities of Lodz Agglomeration. Establishment of line 11 is an introduction to implementation of Lodz Regional Tram Project, which course will cover the route of existing line number 11.



Tram 805Na used by MPK Lodz



3. Tomorrow

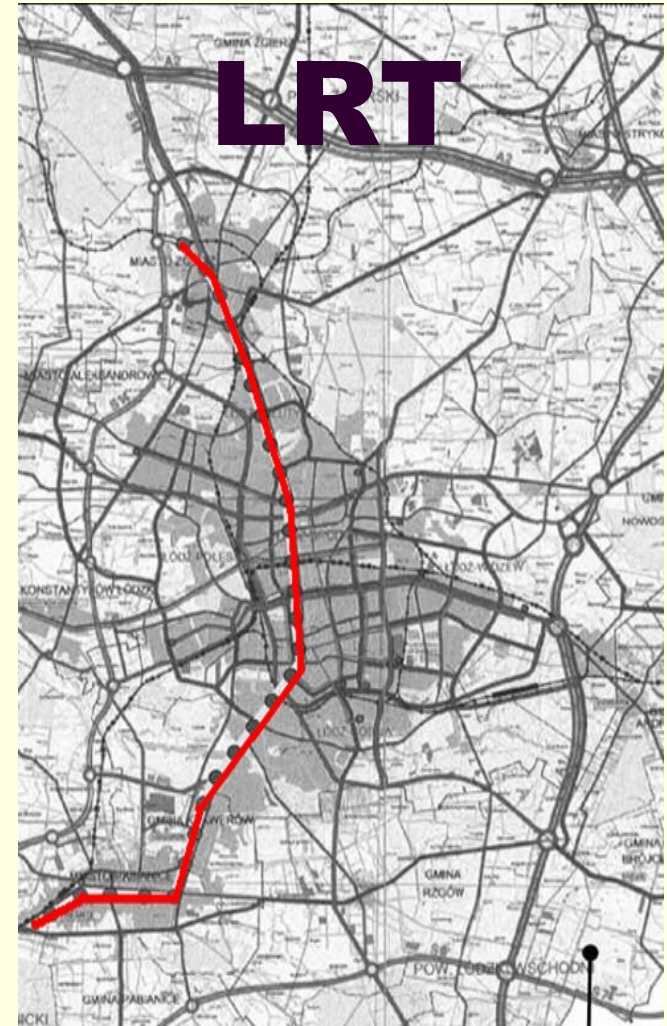
**What is the purpose for Lodz Regional
Tram (LRT) ?**



Current situation overview:

Public transport services on route Zgierz – Łódź – Pabianice have been performed with old and technically depreciated rolling stock. Therefore, public transport provides low quality standard of services and loses its competitive edge against intensively growing individual passenger car transport. Significant increase, during the last decade, of individual transport has caused more pollution of environment (more fuel gases emissions) and further technical downgrade of roads. Currently the streets: Pabianicka, Piotrkowska, Kosciuszki and Zgierska, where the car traffic runs between Pabianice, Łódź and Zgierz, have exhausted their traffic capacity and there is no possibility for their further spatial extension. Current state of technical infrastructure, i.e.

the tracks and power supply network, especially in sections beyond the city of Łódź, is bad. Without its complete replacement in the near future, there will be no possibility of performing tramline services between the cities. In Łódź, around 90 per cent of existing track on route of future Regional Tram requires substantial modernization.





Direct project objective:

To provide local communities with high standard of services in tramway transport on the most preferred travel direction (18 % of Agglomeration inhabitants live in area directly influenced by the LRT project), creating at the same time an attractive alternative for individual transport.

Predominant position of Lodz as a regional capital makes the city a destination for thousands of commuters. So the enterprise shall be accomplished with regard to all public transport users, but with special attention paid to the needs of school and university students.



New PESA 122 (10) and electronic system of displays presenting arrival and departure schedule



What does the LRT project comprise?

- The essence of the project is modernization of existing tramway infrastructure with accompanying road infrastructure, (including area traffic management system) and introduction of modern rolling stock onto upgraded infrastructure.
- The project is divided into two phases:
 - phase 1: route Lodz – Zgierz
 - phase 2: route Lodz – Pabianice
- Total length of the track subjected to modernization is 30 km. In phase 1 the modernization of tram route within the administrative borders of the city of Lodz (length: 13.5 km) began in 2006 and ended on 30 June, 2008. Modernized route will remain integral part of tramway network in Lodz. Simultaneously the works in the section in Zgierz are expected to begin in the nearest future. Modernization works in phase 1 are due to be completed in 2009. It is expected that implementation of phase 2 will be conducted in years 2009 – 2010. Arrangement of area traffic management system assumes computer coordination of some 60 crossroads in central part of Lodz in order to give trams the priority in street traffic. For transport services on route Lodz – Zgierz 10 low-floor tram cars was purchased.





LRT – an European project

On behalf of the city of Lodz and within its administrative border the enterprise is being undertaken by a municipal company MPK – Lodz (of which the city is a sole owner). The company acts on the basis of co-operation agreement for project implementation. Modernized infrastructure will remain municipal asset. Meanwhile MPK submitted as a Beneficiary an application for a grant from European Regional Development Fund for co-financing the project.





A more detailed breakdown of project costs:

<i>Specification</i>	<i>Implementation timetable</i>	<i>Total estimated net cost (PLN)</i>
<i>Modernisation of track and power supply infrastructure</i>	2006 - 2008	78.129.920
<i>Modernisation of power substations</i>	2006 - 2008	24.155.200
<i>Construction of area traffic management system</i>	2007-2008	26.962.560
<i>Purchase of 10 tram cars</i>	2006 - 2008	86.880.000
<i>Contract engineer services</i>	2006 - 2008	1.042.320



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**THANK YOU FOR YOUR
ATTENTION 😊**

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