



DELIVERABLE D.T2.1.2

SITE PORTFOLIO TEMPLATE

Report describing site selected for
implementation of WPT2 activities

Final version
07 2019



1. General data

Project partner name	PP4 - HŽPP
Exact place Location	Depot station – HR Zagreb, Strojarska cesta 11 – 45°80'45,77"N, 15°98'67,25"E
Person(s) responsible for implementation	Renato Humić
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2. Brief description of the locality and situation

The disused rolling stock (trains, wagons) owned by HŽPP, are being sold for old metal and have an accounting value, thus can't be used in YOUMOBIL as a mobile infrastructure set for revitalization. All other used and disused railway infrastructure is owned by HŽ Infrastructure (public infrastructure manager) and no public authority.

The place identified by HŽPP for the revitalisation activity is the EMV 6111 - electromotor train, popularly know as "Mađar" (Hungarian). The nickname derived from the origin of the train since it was built in Hungarian factory Ganz Mavag in the period 1976 - 1979. The owner of the train is HŽPP (HŽ Putnički prijevoz), a public transport company founded by the Republic of Croatia.

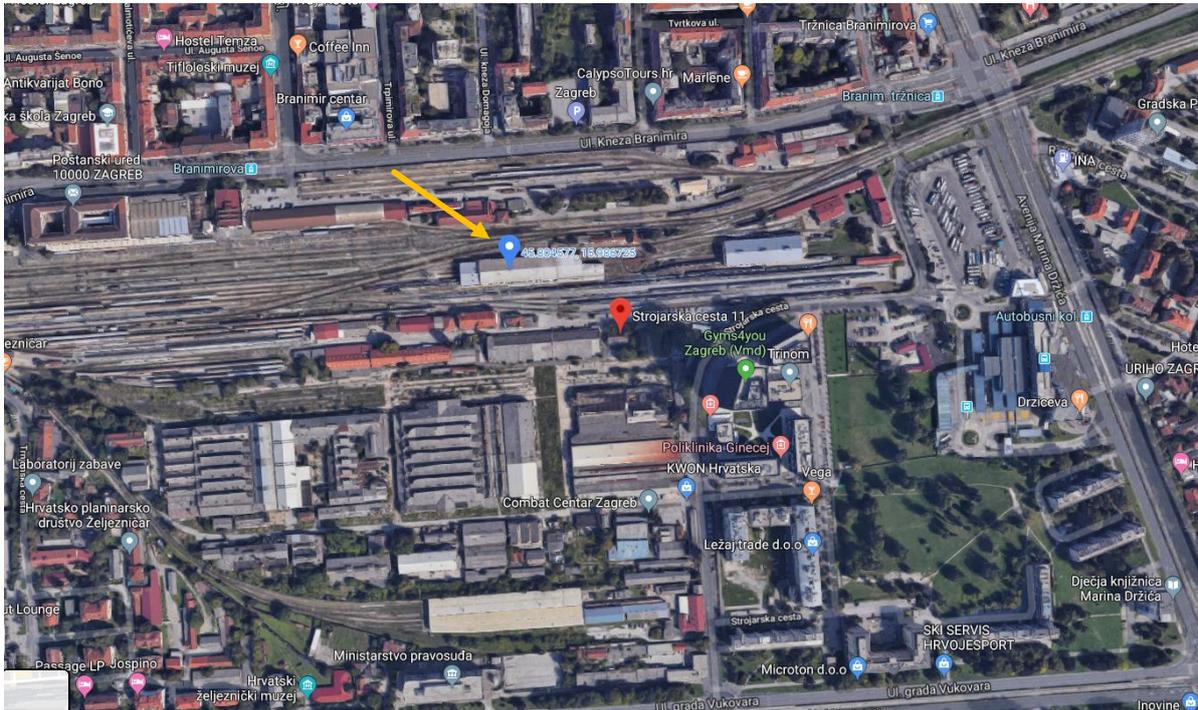
The EMV consists of 3 moduls, two engine parts on each side and a motor wagon in the middle, with the total number of seats of 216. Average length of a modul part is 4,8m, height 2,2m and width 2,7m. The train can be coupled with 2 others, but it's not the case due to platform lengths.

The use of this train is limited to the regional railway transport and urban/suburban railway transport in the Zagreb City area. The train itself is not disused, but could be soon, if not revitalized.

At the moment, a lot of young people use the train mostly to go to high school, until they turn 18 and have a driving licence - then they turn to road transport. Our intention is to make the trip more pleasant for young people, so they keep using the railway long after they finish high school.

This will be achieved by redesigning the train with the help of young people from the Art Academy or similar art organization/association in a way to engage them to clean it and paint it in a mutually chosen theme (maybe NY subway, works of old painters or similar). Also, other ideas will be considered and decided upon on, if feasible. These activities will contribute to the visibility of the pilot and project and be like a small investment and the train will be much more attractive for young people to ride it.

Besides, the train that will be used for this purpose will be the one that undergoes a major repair which means it will have new seats as well. The vehicle will be garaged in the station depot, in the center of the city, next to the main building of HŽPP in Strojarska 11 (see the map below).



3. Photos

Photos provided are mostly from the interior, since this is where the revitalization will take place. The last two photos (fig. 5) are projections of the possible revitalization outcome.



Fig. 1 - The train from the outside, outside the depot station



Fig. 2 - Interior of the wagon (side plating) involved in the revitalization project



Fig. 3 - Interior of the wagon (seats) involved in the revitalization project



Fig. 4 - Interior of the wagon (driver wagon) involved in the revitalization project



Fig. 5 - Possible outcomes of the revitalization