



LPP and City of Ljubljana

LPP d.o.o. - Ljubljana Public Transport Operator

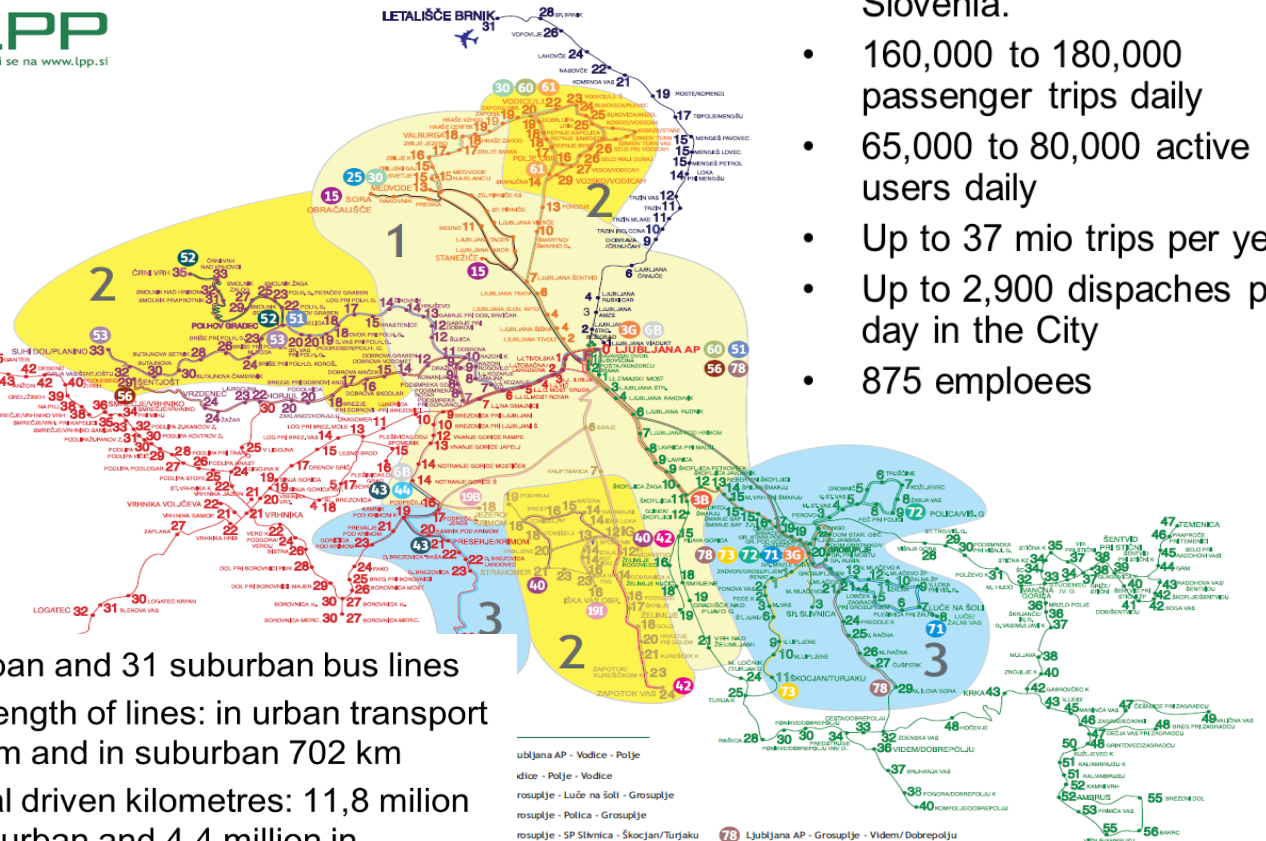
Ljubljana, December 2020



LPP and City of Ljubljana



LPP operating area



- Municipality of Ljubljana and 17 suburban municipalities,
- 9% of total area of Slovenia and
- 20% of inhabitants of Slovenia.
- 160,000 to 180,000 passenger trips daily
- 65,000 to 80,000 active users daily
- Up to 37 mio trips per year
- Up to 2,900 dispatches per day in the City
- 875 employees

- 27 urban and 31 suburban bus lines
- total length of lines: in urban transport 391 km and in suburban 702 km
- annual driven kilometres: 11,8 million km in urban and 4.4 million in suburban
- 474 urban and 95 suburban drivers

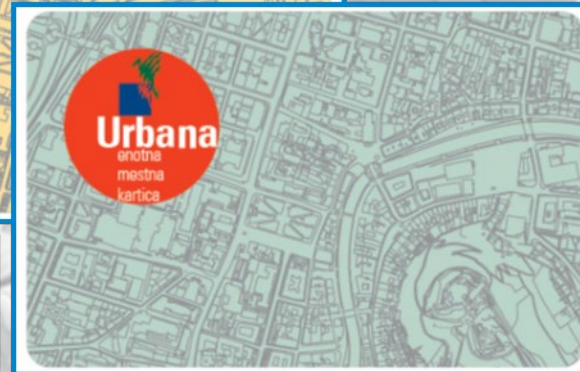




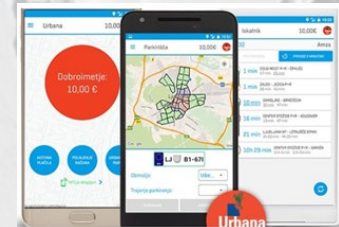
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Ticketing system Urbana

- value type (up to 50.00 € prepayment)
 - validity 90 min.
- time type (monthly)
 - general, school, for retired, general with 50% discount,...
- payment with mobile phone
 - just one ride
- **NFC with application Urbana**



- ISO 14.443
- up to 256 products
- 8 kb card memory



- 880,500 cards in system (valid) use also as card for tourists, for parking, for libraries and Bicike(LJ)
- 95,100 mobile (NFC) cards in system (valid)

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Significant Changes in the City – more space for pedestrians, cyclists and new service in pedestrian zone (transport on demand) called „Kavalir“



City of Ljubljana

Coronavirus pandemic (COVID –19) and LPP

- The first public transport lock down in Ljubljana was from 16. 03. 2020 to 10. 05. 2020 – two months
- The second public transport lock down in Ljubljana was from 16. 11. 2020 to 14. 12. 2020 – one month

Coronavirus pandemic (COVID –19) and LPP

Some statistic data in different periods (compared to year 2019):

- 1.3. – 31. 5. 2020 there were 81% less passenger trips
- 1.3. – 30. 11. 2020 there were 64% less passenger trips
- 1.1. – 30. 11. 2020 there were 52 % less passenger trips

Reasons:

- Our passengers got themselves bicycle, scooter, car or use any other transport mode.

Coronavirus pandemic (COVID –19) and LPP

The biggest issues are:

- How to convince/invite passengers to use public transport again since income from passenger is 2/3 of whole company income – the rest are subsidiaries form municipality and government.
- How to take the opportunity to encourage use of public transport:
 - by increasing travel speeds,
 - by higher frequency (smaller intervals between vehicles departures),
 - more modern vehicles, etc.

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Damjan Kregar

