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The CPK project as an opportunity for the development of the Łódź region

Abstract: In recent months, the abbreviation CPK has likely been the most frequently used acronym in public discourse. Debates, and often highly emotional disputes, have centred around whether the central airport and its associated railway network are necessary at all, whether they are oversized or not, and similar issues. However, less attention has been given to the impact of such a large investment project on the economic and social development of the regions that will fall within CPK's sphere of influence. The Łódź Voivodeship, following the completion of infrastructure projects currently being implemented by PKP Polskie Linie Kolejowe S.A., as well as those being prepared by Centralny Port Komunikacyjny Sp. z o.o., could be one of the biggest beneficiaries of this landmark initiative.

Keywords: CPK; Lodz Region

At the centre, yet on the sidelines

The first railway line in the Kingdom of Poland, the Warsaw-Vienna Railway, built between 1845 and 1848, bypassed Łódź—a rapidly developing centre of the textile industry—on its eastern side. Transporting goods via the Piotrków route to Rokiciny, approximately 30 km away, was cumbersome and time-consuming. Consequently, at the initiative of a group of Łódź industrialists, a branch line was built from the newly established Koluszki station to a dead-end station in the centre of Łódź, named Łódź Fabryczna—the so-called Łódź Factory Railway, which opened in 1866. The name of the Łódź station fully reflected its purpose, which was primarily to serve industrial plants. Passenger transport was a secondary function, which initially resulted in a limited number of connections and frequent complaints from travellers about the conditions at stations and in railway carriages.

Both lines were constructed with a standard gauge of 1,435 mm, as the Warsaw-Vienna Railway was originally designed to facilitate the export of goods to the southern parts of the Kingdom, where it connected with the Prussian and Austro-Hungarian railway networks, which had the same track gauge.

More than a decade later, in the 1880s, another major railway line, the Ivangorod (Dęblin)-Dąbrowa Railway, was constructed in the Kingdom of Poland, this time with a track gauge of 1,524 mm, in accordance with the regulations then in force in Tsarist Russia. A branch of this line reached Słotwiny near Koluszki in 1885, and following the construction of a connecting line in Koluszki, the railway lines of three different companies converged at a shared station.

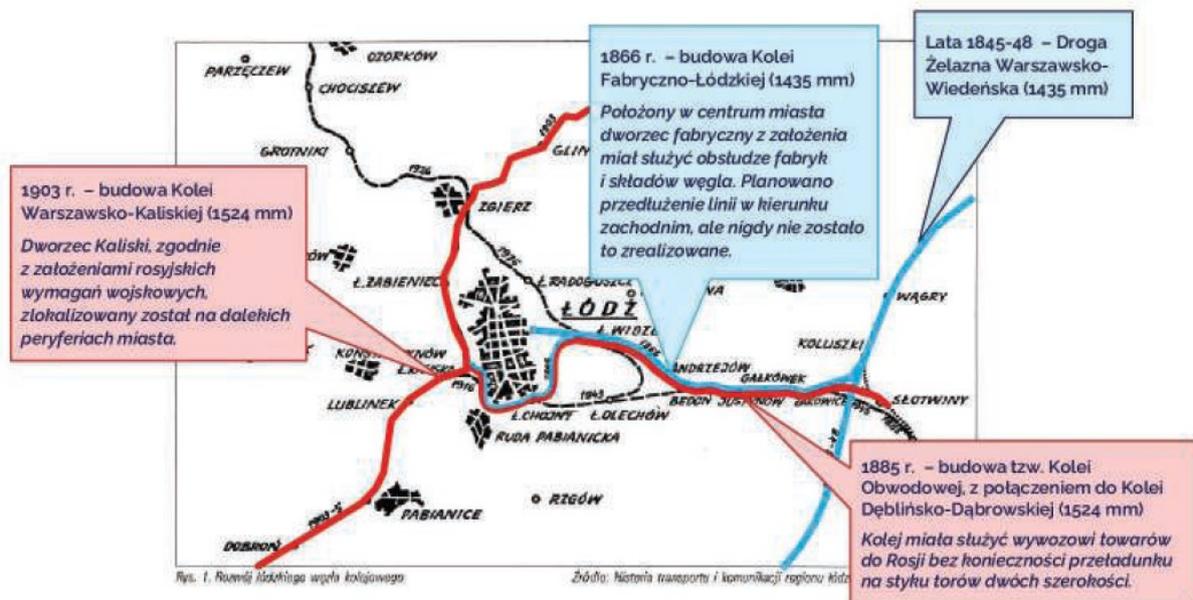
Łódź industrialists quickly recognised the potential cost savings in transport that could be achieved by shipping goods to Tsarist Russia via a broad-gauge railway, eliminating the need for transshipment at junctions where different track gauges met. Even while the Dęblin-Dąbrowa Railway was still under construction, they initiated the development of a line that would bring broad-gauge tracks into Łódź. This railway, named the Orbital Railway, was opened in 1903. From Słotwiny, it passed over the tracks of the Warsaw-Vienna Railway and, beyond the present-day locality of Żakowice, approached the tracks of the Łódź Factory Railway, running parallel to it until reaching Łódź Widzew station. From there, the Orbital

Railway skirted the outskirts of the city, passing through Chojny and Karolew to Łódź Kaliska station, where it connected with the broad-gauge Warsaw-Kalisz Railway, then under construction.

However, the primary purpose of the Orbital Railway was not, as one might assume, to facilitate transit traffic through Łódź. Instead, it was mainly designed to serve the dense network of sidings that surrounded the city's industrial plants.

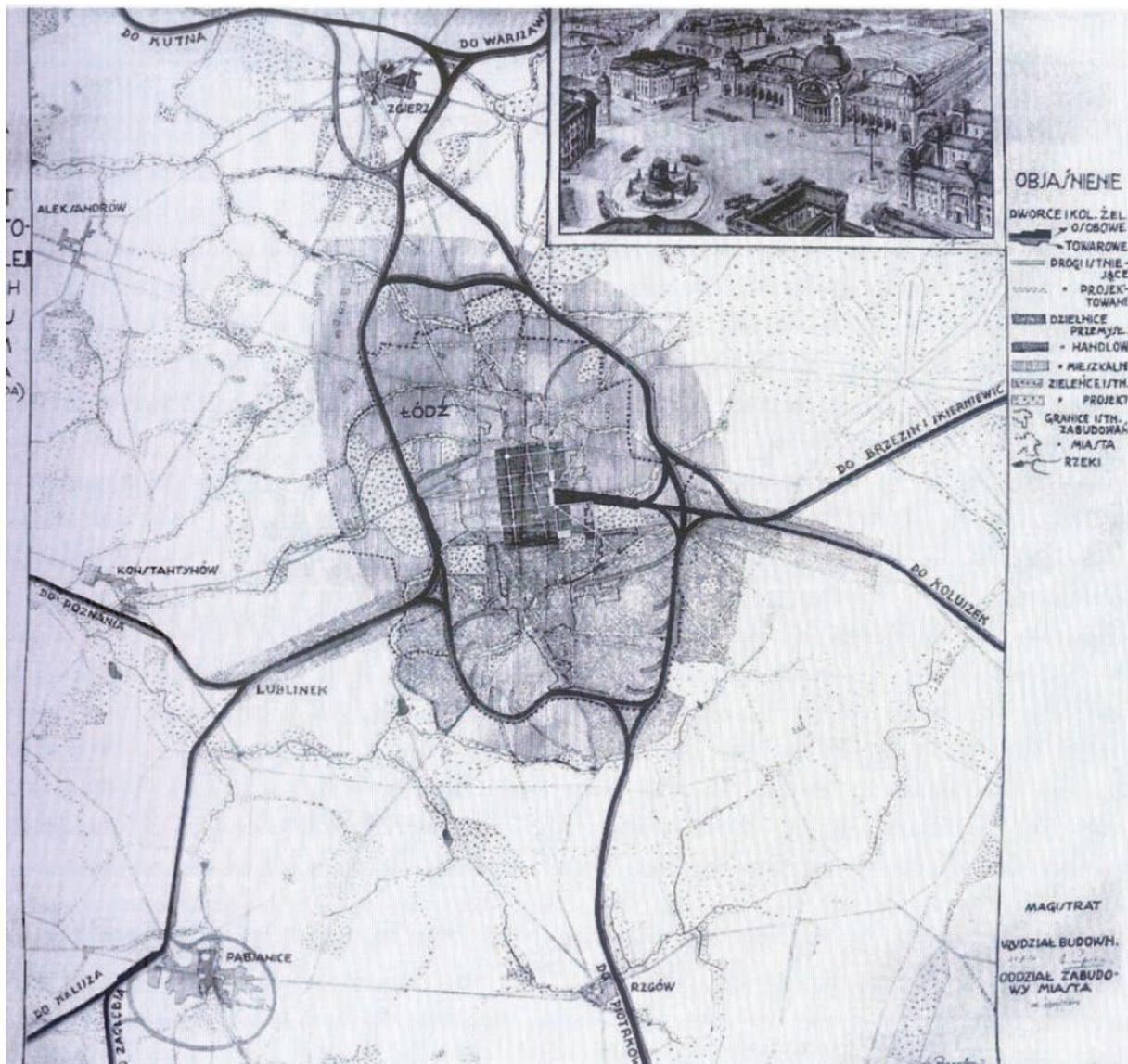
The section of the Orbital Railway between Łódź Widzew and Łódź Kaliska was equipped with tracks of two different gauges: on the city-centre side, a standard-gauge of 1,435 mm track was laid, while on the outer side of the Orbital Railway, a broad-gauge of 1,524 mm track was installed. This configuration ensured the versatility of freight dispatching, avoiding the need for transshipment. This explains why the Łódź Chojny station, as well as the now-unused Łódź Karolew station, were located between the two groups of tracks—a feature that continues to puzzle some residents of Łódź today.

The priorities of Łódź's industrialists, focused on freight transport, ultimately shaped the Łódź Railway Junction (ŁWK), as illustrated in Figure 1.



1. Layout of the Łódź Railway Junction at the beginning of the 20th century

The first visible effect of Poland regaining independence in 1918 on the Łódź Railway Junction (ŁWK) was the gradual standardisation of all railway track gauges to 1,435 mm. Both city authorities and railway decision-makers were well aware of the dysfunctional layout of the ŁWK left behind after the Russian partition. Among the notable plans was that of engineer Edward Szenfeld, developed in 1919, which not only proposed the construction of a complete orbital railway around Łódź but also envisaged new, shorter routes from Łódź to Skierniewice, Piotrków Trybunalski, and Poznań. Notably, the terminus layout of Łódź Fabryczna station was retained. In the early years of the Łódź Factory Railway, there had been plans to extend the line westwards—creating something akin to Berlin's S-Bahn—but the city's rapid urban expansion made such plans unfeasible.



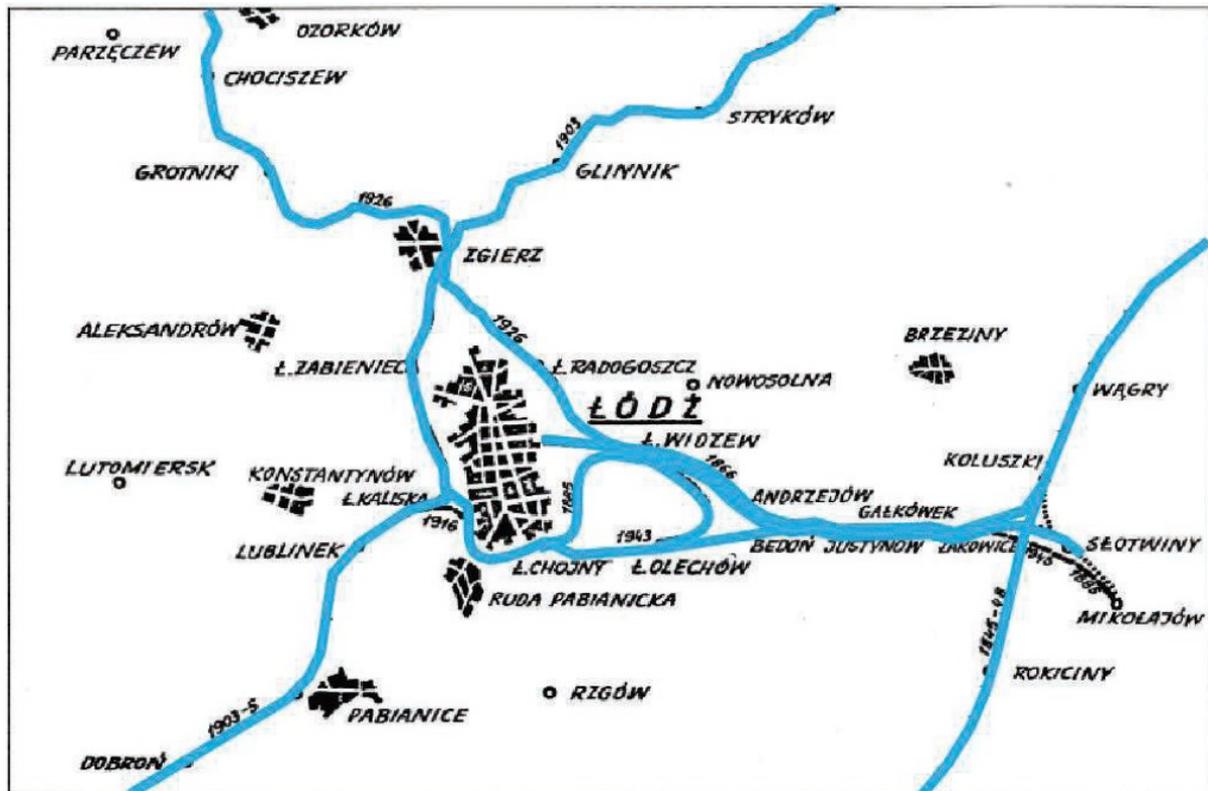
2. Engineer Edward Szenfeld's project from 1919.

Source: Ch. Jensen, M. Jerczyński, *Koleją przez Łódź*, Księży Młyn Publishing, Łódź 2017

However, the young Polish state lacked the funds to implement these ambitious ideas. The priority was to improve coal exports from Upper Silesia, which was Poland's key export commodity. As a result, rather than executing Szenfeld's vision, the ŁWK saw the construction of new rail connections between Zgierz and Kutno, completed in 1925, and between Łódź Widzew and Zgierz, completed in 1931. These lines shortened the routes for coal trains coming from southern Poland, allowing them to bypass the city centre.

The final addition to the ŁWK expansion was the Łódź Chojny – Bedoń junction line, including the Łódź Olechów marshalling yard. This investment was initiated by the Germans in 1943, as part of the so-called Otto Plan, and was later completed by the Polish authorities after the war. In 1978, the Łódź Olechów bypass line was opened, along with a connecting track to Łódź Widzew. Additionally, from Bedoń to Gałkówka, a separate pair of tracks for freight traffic was built, which later became part of the current Line No 25.

This final configuration of railway lines forming the Łódź Railway Junction (ŁWK) has not only survived for over 70 years—it remains in place to this day!



Rys. 1. Rozwój łódzkiego węzła kolejowego

Źródło: Historia transportu i komunikacji regionu łódzkiego, SITK, Łódź 1974

3. The final layout of the Łódź Railway Junction

The authorities of the city of Łódź and railway officials were well aware of the dysfunctional layout of the Łódź Railway Junction (ŁWK). Architectural studios in Łódź began working on reconstruction plans, but in 1958 the proverbial final nail in the coffin was driven in: the Regional Directorate of State Railways in Łódź was liquidated as part of PKP's organisational changes. The Łódź Railway Junction was placed under the authority of the Central Regional Directorate of State Railways (DOKP) in Warsaw, which had enough of its own problems with the Warsaw railway hub to consider undertaking the reconstruction of the ŁWK.

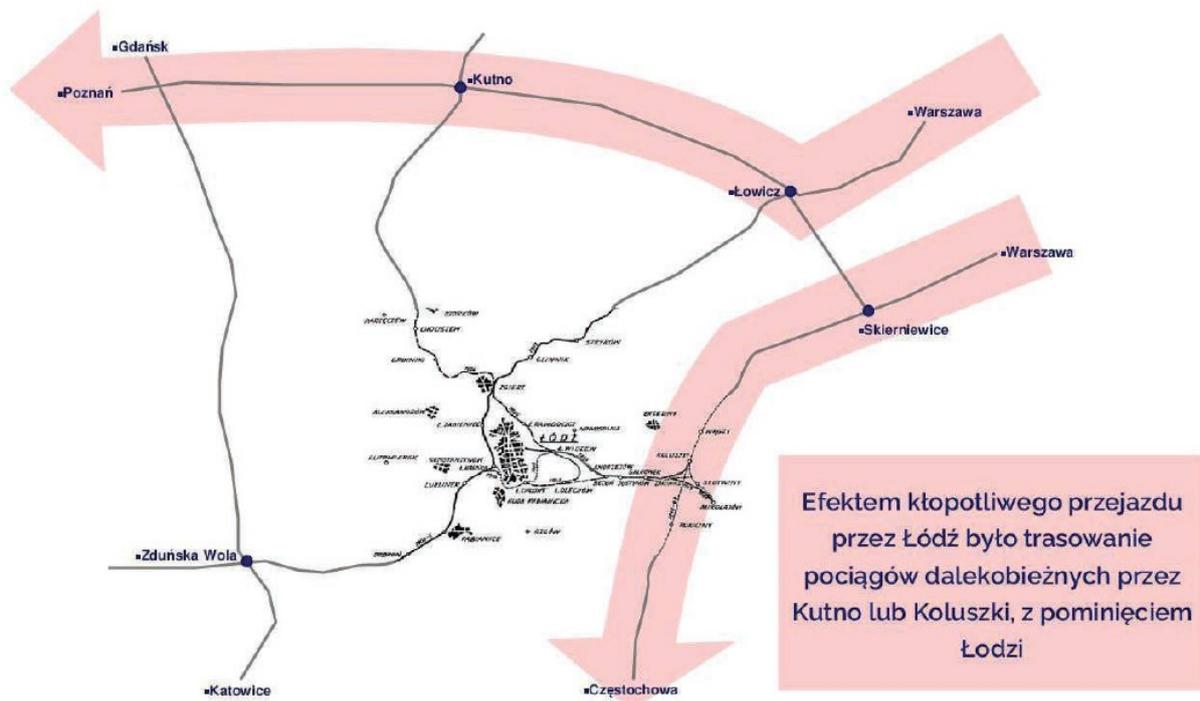
The growing demand for passenger transport in a rapidly rebuilding post-war Poland revealed how much the layout of the ŁWK hindered the smooth operation of train traffic. Long-distance trains running between the north (Tricity, Toruń, Bydgoszcz, Poznań) and the south (Katowice, Kraków) had to bypass Łódź via the orbital railway, making a 270° turn and losing significant time passing through the Łódź hub. No transit trains on this route could stop at the centrally located Fabryczna station, which in practice served only regional connections to Warsaw.

The situation was even worse for east-west traffic, such as trains from Warsaw to Wrocław. Not only did they have to bypass Łódź via the orbital railway, but they also faced the challenge of changing direction at Kaliska station. Due to the location of the station building between two groups of tracks—eastern tracks from Łódź Chojny and western tracks from Pabianice—a simple locomotive change was not possible. A train arriving from Warsaw had to be pulled forward into the northern track group of Łódź Kaliska, then the carriages had to be pushed back to the platforms on the western side, where the locomotive could finally be attached at the opposite end—a process that took at least 25 minutes. This issue was temporarily resolved in the second half of the 1980s by constructing track No 81 from the southern junction of Łódź Karolew station (later renamed Łódź Kaliska Towarowa), allowing

direct entry to the western side of Łódź Kaliska station. However, even with this modification, the time loss due to the change in direction remained unavoidable.

An alternative was to stop transit trains at Łódź Chojny station, bypassing Łódź Kaliska altogether. However, this meant that Łódź had yet another station handling long-distance traffic—the third one in the city. A resident of Łódź planning a journey first had to determine which station their train departed from, and in an era without online search engines, this was no easy task. On a daily basis, simply getting through to railway information services by phone was a struggle.

Changing trains in Łódź often required taking a tram or taxi to a different station, which practically eliminated the city as a transfer hub. In regional traffic, trains operated on two separate railway networks: the eastern network serving Skierniewice, Tomaszów Mazowiecki and Piotrków Trybunalski, and the western network serving Kutno, Łowicz and Sieradz. The western network did not serve the city centre, which was a major shortcoming, as the two largest cities in the region outside Łódź—Zgierz and Pabianice—were located along the western axis. As a result, rail transport did not play a significant role in regional travel within the Łódź region; it was primarily used for commuting to Łódź’s industrial plants, particularly in the textile industry, until the sector collapsed following economic reforms. With the rapid development of road transport, the railway’s role in regional mobility was completely marginalised.



4. The result of the dysfunctional layout of the Łódź Railway Junction

The extended travel times for trains passing through the Łódź railway hub led timetable planners to one clear conclusion: the best solution was to bypass the ŁWK altogether. Residents of Łódź travelling long distances, especially abroad, first had to travel to Koluszki or Kutno to board their intended trains. *Dziennik Łódzki* sarcastically remarked in one of its editions from that era: *Łódź is a city that has its water in Pilica, its railway station in Koluszki, and its airport in Warsaw*. The role of Koluszki as a transfer station for Łódź declined in the second half of the 1980s, as most long-distance and international trains from

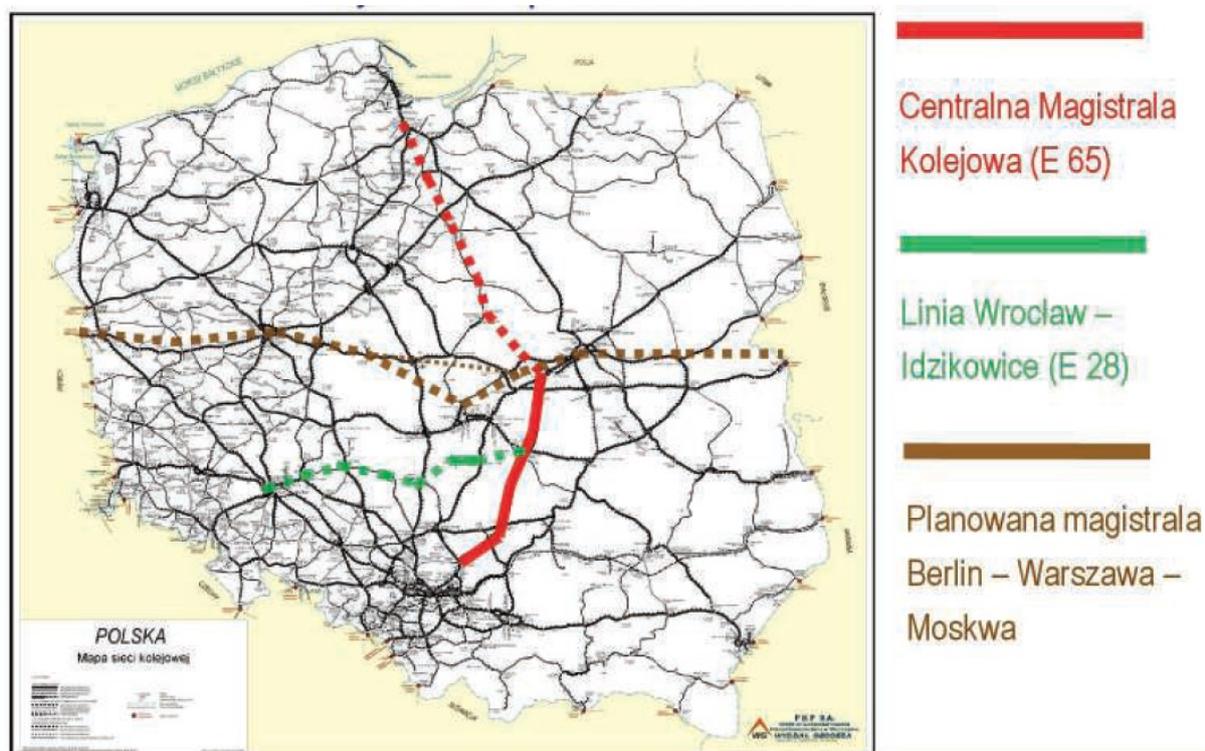
Warsaw to Katowice and Kraków were rerouted onto the Central Railway Main Line (CMK). As a result, Łódź residents now had to travel to Warsaw first...

A chance to change the *status quo*

A rather ironic interpretation of history would suggest that Poland built its first high-speed railway line. When the Central Railway Main Line (CMK) was opened in 1977, the French government had only just approved the construction of the Paris–Lyon line, and the Italians had yet to reach the halfway point in building the Direttissima. However, the difference was that while the Italians were already running trains at 200 km/h, and the French introduced speeds of 260 km/h in 1981, the speeds of Polish trains on the CMK remained decidedly conventional. A country situated east of the Iron Curtain lacked the necessary technology to develop high-speed rolling stock, but Polish railway engineers of the time were certainly ambitious.

The Central Railway Main Line, which today serves as the backbone of Poland's north-south high-speed connections, was originally intended as just the first phase of a broader investment plan. However, the planned northern extension through Płock–Brodnica towards Tczew was never realised. Likewise, the proposed branch from Idzikowice to Wrocław resulted in only a single completed section between Piotrków Trybunalski and Zarzecze, which was built primarily to serve the Bełchatów coal mine and power plant.

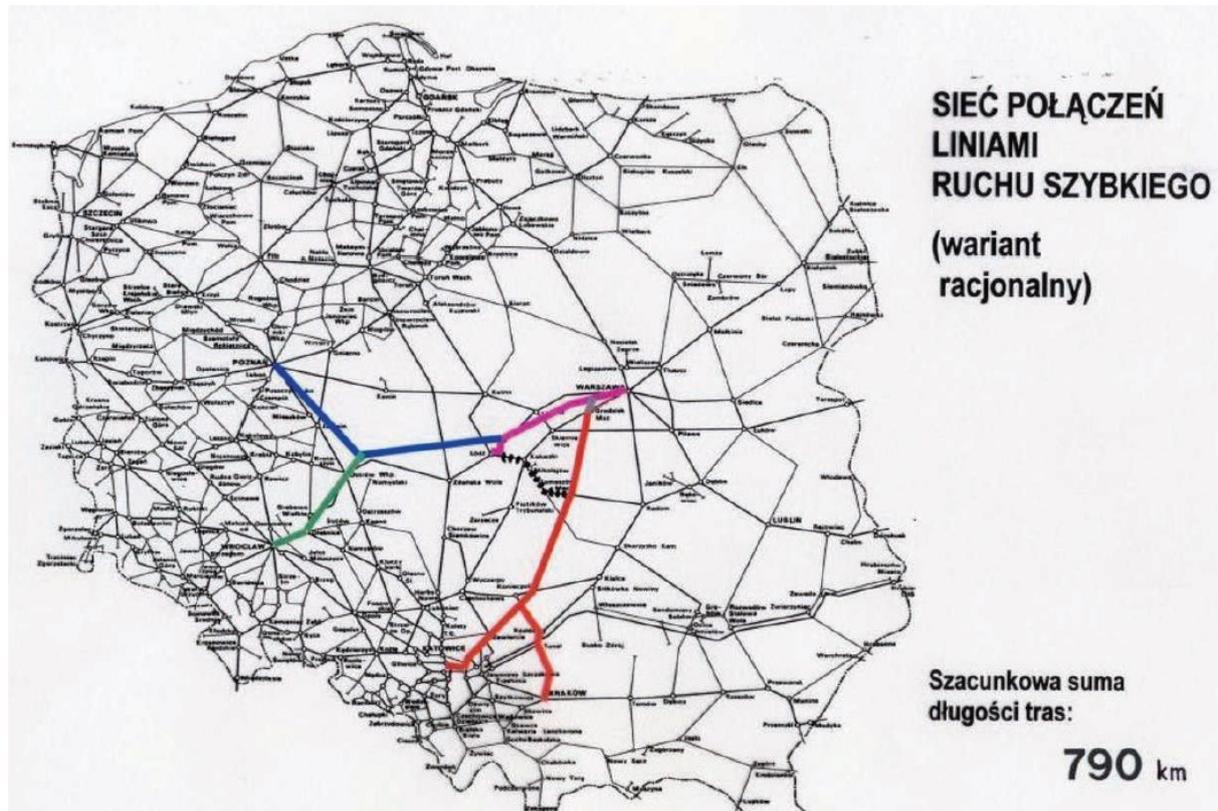
In its 1993 strategy, the PKP General Directorate outlined plans for a major high-speed railway corridor (HSR) from Berlin through Warsaw to Moscow, running parallel to the existing E-20 railway line. Initially, the route was designed to bypass Łódź altogether (!), though it was later revised to include the city.



5. Proposed and planned high-speed railway lines

Analysing the proposed routes, which were presented together in a single diagram (see Fig. 5), the author concluded that the planned alignments of the new HSR line and E-28 railway line should be merged, with the divergence point located as far west as possible to

ensure the longest possible shared section of both lines. This led to the development of the HSR line concept, which, due to its layout, was later referred to as the ‘Y-line.’ The ‘Y-line’ concept was first presented at a conference organised by the SITK branch in Łódź in 2002 and was later discussed in an article published in the journal *Technika Transportu Szybnego* (Rail Transport Technology) in issue 10/2003.

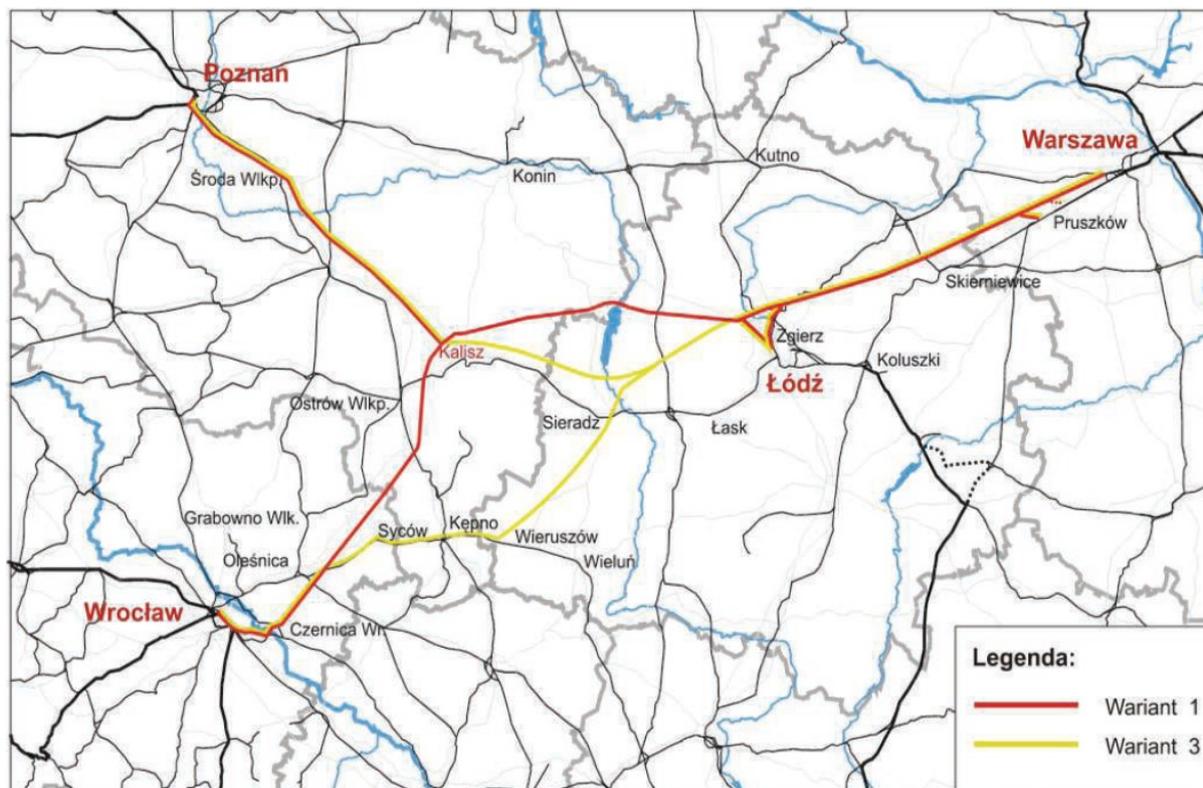


6. ‘Y-line’ concept – the author’s original drawing from 2002

It is worth noting that even when presenting this logical concept, the author did not dare to route the line through the city centre, instead placing Łódź on a side branch of the HSR line.

The announcement of the ‘Y-line’ project did not generate much immediate reaction. Several more years were needed before the topic of HSR began to take on realistic dimensions.

Poland’s accession to the European Union in 2004 provided the impetus for developing national growth plans. At that time, the author, serving as a board member of PKP S.A., participated in discussions on the National Development Plan. During one of the meetings at the Ministry of Infrastructure in May 2005, the author presented the HSR “Y-line” concept to the then Minister of Infrastructure, Krzysztof Opawski, and Undersecretary of State, Marek Chałas. Both officials took up the idea and decided that PKP PLK should commission the Railway Scientific and Technical Centre (CNTK)—now the Railway Institute—to prepare a preliminary feasibility study for the Wrocław/Poznań – Łódź – Warsaw high-speed railway line. CNTK efficiently completed the study, analysing seven different route options and identifying two preferred variants (see Fig. 7). Notably, in CNTK’s analysis, the city of Łódź once again remained on the outskirts of the main HSR line.



7. Preferred HSR route variants according to CNTK's study

Support from the Ministry of Infrastructure for the HSR project provided motivation for extensive promotion efforts. Meetings were organised with local governments of the cities involved, and during the *EurailSpeed 2005* conference in Milan, the project was presented to an international audience. In the Operational Programme 'Infrastructure and Environment' for 2007–2013, funds from the European Union were allocated for preparatory work on the HSR project.

However, the change in political leadership in autumn 2005 caused the 'Y-line' project to fade into the background for some time. But at the regional level, this period was not wasted. The Łódź community, particularly engaged following CNTK's study, intensified its efforts. Łódź, which had suffered severe transport exclusion during the communist era, was once again at risk of being left on the sidelines.

The Łódź Roads and Transport Authority, together with the Łódź branch of SITK, conducted further analyses on how to route the HSR line so that it would include a station within the city. Łódź could not afford to let history repeat itself.

Preparations and the start of reconstruction

The 2007 parliamentary election results dramatically changed the prospects for high-speed rail (HSR) development in Poland. The newly appointed Minister of Infrastructure, Cezary Grabarczyk, was a strong advocate of HSR, seeing it as a system that could completely transform both the economic foundations of passenger transport and the public perception of rail travel.

Following the minister's strategic decision in December 2007 to develop a government strategy for HSR construction, further actions progressed rapidly in cooperation with PKP PLK S.A. and PKP S.A.. This led to the preparation of a document entitled 'Programme for the Construction and Implementation of HSR services in Poland', developed with the participation of PriceWaterhouseCoopers (now PwC). The document was approved

by the Ministry of Infrastructure on 1 August 2008 and formally adopted by the Council of Ministers on 19 December 2008. With this, the green light was given to the HSR project, and the formal framework for launching preparatory and design work was established.

However, the problem of routing the line through Łódź remained unresolved. At the beginning of 2009, Minister Grabarczyk appointed the author as President of the Board of PKP Polskie Linie Kolejowe S.A. At that time, the ‘Warsaw – Łódź Connection Modernisation’ project was already underway. Phase I, completed between 2006 and 2008, involved the modernisation of the Skierniewice – Koluszki – Łódź Widzew section. Phase II, for which documentation was about to be prepared, included the Warsaw – Skierniewice and Łódź Widzew – Łódź Fabryczna sections. Both officials recognised that if the HSR line was to pass through Łódź, this was likely the only opportunity to integrate it into the city’s infrastructure. As part of the railway modernisation project, the section from Widzew to Fabryczna, including Łódź Fabryczna station, had to be placed underground, ensuring the possibility of extending the tunnel westward under the city centre in the future.

This concept was successfully presented to the European Commission, using arguments similar to those outlined in the chapter ‘At the centre, yet on the sidelines.’ Additionally, in collaboration with the Ministry of Infrastructure and the Ministry of Regional Development, funds were secured for the modernisation of the Łódź Widzew – Łódź Fabryczna section, which substantially increased the project’s cost. However, when the PKP PLK Board signed a contract with IDOM Ingeniería y Sistemas on 16 September 2010 for a detailed feasibility study of the HSR line, there was no longer any doubt that the route would pass through Łódź Fabryczna station.

15 October 2011 marked the final day of operation for Łódź Fabryczna station in its original form. Large crowds of Łódź residents gathered at the station, eager to take the last train journey operated by Przewozy Regionalne to Łódź Widzew, and then return on the final PKP Intercity train from Warsaw East to Łódź Fabryczna. Inside the ticket hall, long queues stretched all the way onto the platform, as passengers wished to purchase a ticket dated for the station’s final day of operation—even though both train operators had allowed free travel for this last journey. The demand was so high that Przewozy Regionalne had to operate the final train to Koluszki with two trainsets, while PKP PLK made quick operational adjustments to accommodate both trains at Łódź Widzew on platform 2. The fragile footbridge connecting platforms 1 and 2 could barely handle such a large number of transferring passengers...



8. Queue at the ticket counters at Łódź Fabryczna station on 15 October 2011. Photo by the author

The consortium led by Torpol S.A. from Poznań quickly began construction work, which soon had a positive impact on the future of the project. However, when the next Minister of Infrastructure, Sławomir Nowak, announced that high-speed rail (HSR) would not be built, the necessity of constructing an underground station in Łódź was also questioned. Fortunately, the project—crucial for Łódź—was not halted.

The underground Łódź Fabryczna station officially opened on 11 December 2016, immediately sparking mixed reactions. Some admired its spacious design, arguing that, at last, something had been built with long-term development in mind. Others criticised it as an empty, oversized structure. However, one fact remained undeniable: a key foothold for the future HSR line through Łódź had been established, with a dedicated pair of tracks for the line already in place from Łódź Niciarniana.

During this period, significant changes were also taking place in Łódź's urban and regional transport network. On the initiative of Marshal of the Łódź Voivodeship, Witold Stępień, the Łódź Metropolitan Railway (*Łódzka Kolej Aglomeracyjna*, ŁKA) was established in 2010 as a regional government-owned railway operator. In its initial phase, the company focused on preparatory tasks, such as rolling stock procurement tenders and the construction of a maintenance facility. Simultaneously, railway infrastructure was being modernised, not only with PKP PLK's funds but also with EU funding under the Regional Operational Programme of the Łódź Voivodeship, including the Łowicz Przedmieście – Zgierz and Łódź Widzew – Zgierz railway lines. Additionally, new stations were built or relocated to better align rail services with passenger demand.

When ŁKA began operations in 2014, it quickly became evident that a well-planned timetable and modern, comfortable trains encouraged passengers to return to rail travel—even on routes that had been considered for closure due to declining demand in previous years, such as Łódź – Łowicz.

A new phenomenon emerged in Łódź's transport system: for the first time in the city's history, passengers began using local trains for travel within the city limits, treating rail transport as an integral part of the urban public transport system. This was facilitated by full fare integration and the progressive development of intermodal transfer hubs.

In August 2019, a new groundbreaking railway investment was launched—one that would significantly improve rail connectivity in Łódź and the wider region. Commissioned by PKP PLK, this project involves the construction of the so-called 'conventional tunnel,' which in reality consists of five tunnels: one two-track tunnel and four single-track tunnels. These will enable direct rail connections between Łódź Kaliska – Łódź Fabryczna and Łódź Żabieniec – Łódź Fabryczna. Once completed, Łódź Fabryczna station will become the central hub of the region's railway network, allowing long-distance trains to pass through without the need for detours or direction changes. The shortened travel routes under the city centre and the construction of new underground stations will enable *Łódzka Kolej Aglomeracyjna* to provide efficient urban and suburban rail services, similar to systems like RER in Paris.

From the outset, the construction of these tunnels has faced numerous challenges. It appears that neither the investor nor the contractor fully accounted for the complexity of the project, including the condition of the buildings above the tunnel route. This is particularly significant given that this is the first railway tunnel of such length in Poland, built under current technical and safety regulations. However, despite the difficulties, the project's completion will radically improve the efficiency of the Łódź Railway Junction and passenger transport within the city and region, making it well worth the wait.

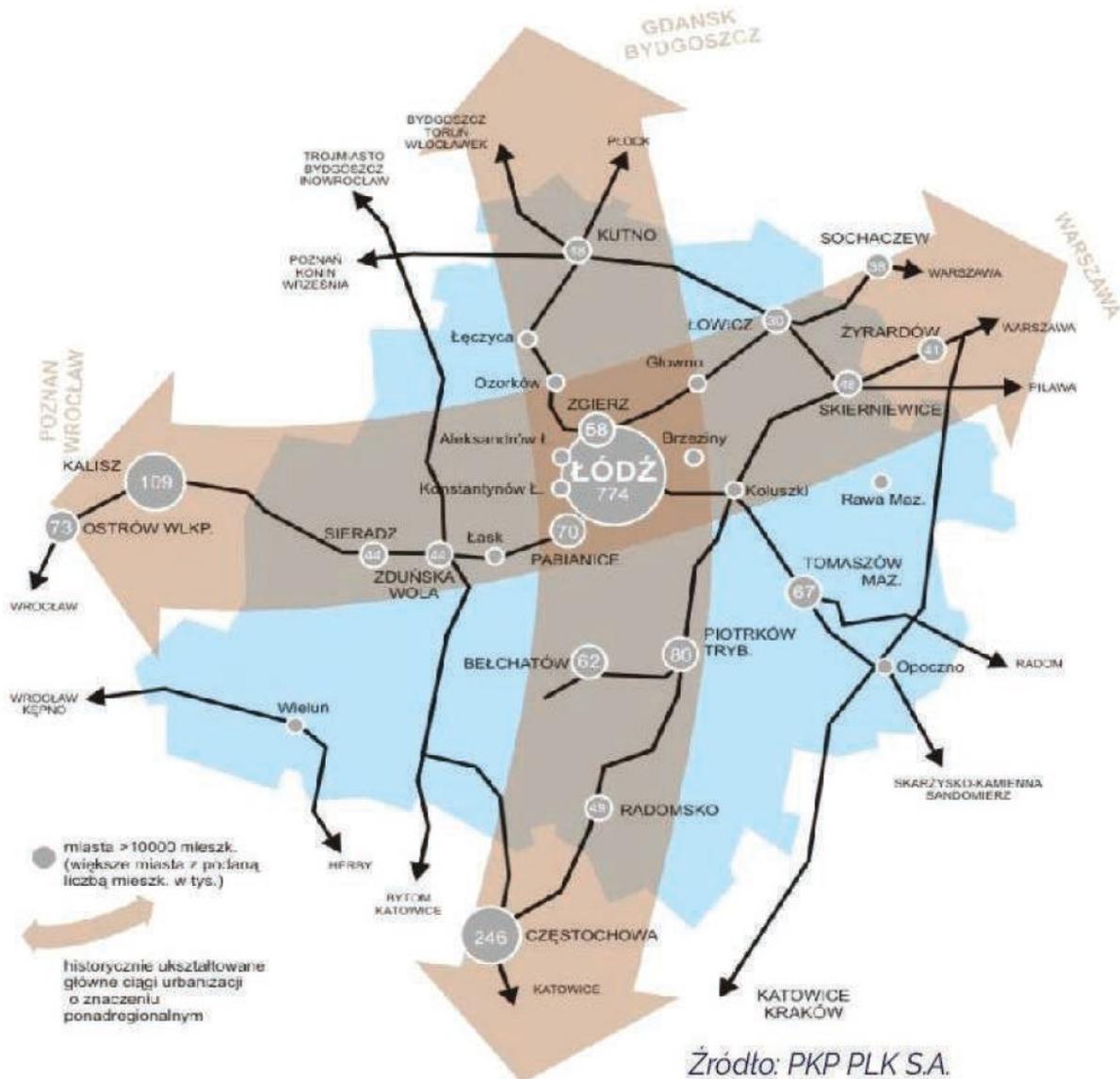
The CPK Project on the horizon

After being abandoned in 2011 under Minister Nowak, the high-speed rail (HSR) project returned to the agenda in 2017, albeit in a slightly modified form. The *Concept for the Preparation and Implementation of the Solidarity Transport Hub (CPK) for the Republic of Poland*, adopted by the Council of Ministers on 7 November 2017, included not only plans for the central airport but also a rail component. This included ‘Spoke No 9’, which corresponds to the previously planned ‘Y’ HSR route from Warsaw through Łódź to Wrocław and Poznań. The route of this line was ultimately based on Variant 3 from the 2005 CNTK study, with a branching point in Sieradz. This decision remains controversial among some experts, but given the advanced stage of design work and the administrative approvals already secured, reversing it now would put the entire project at significant risk. As a result, rail connections for Kalisz and Ostrów Wielkopolski will rely partly on conventional railway lines, while Wieruszów and Kępno will benefit from improved connections.

Moreover, the HSR project is already underway. CPK has acquired the preliminary design documentation for the HSR tunnel under central Łódź from PKP PLK, which has helped accelerate the planning and preparatory work. The construction of the TBM start and exit shafts for the tunnel boring machine is now in its final stage, and the tender for the HSR tunnel, opened on 20 December 2024, is currently being evaluated by CPK experts.

The integration of the HSR line through Łódź Fabryczna station, which will handle large volumes of passengers on frequent services, combined with the expansion of the Łódź Metropolitan Railway (ŁKA), will lead to a major transformation of the Łódź Railway Junction within the national rail network. Łódź Fabryczna will become a key transfer hub for both long-distance travel and regional transport. Analyses suggest that the capacity of the conventional railway tunnel currently being built by PKP PLK will be fully utilised. The modernisation of conventional railway lines and the introduction of comfortable, new or upgraded rolling stock have already led to a 10% year-on-year increase in PKP Intercity passenger numbers, a strong indicator of further growth once the HSR line becomes operational. With its central location in Poland, Łódź will finally take its place at the heart of the country’s railway network. The reduction in travel times on modernised conventional railway lines, combined with the availability of comfortable journeys on new or upgraded rolling stock, has led to a year-on-year increase of approximately 10% in PKP Intercity passenger numbers. This serves as a strong indicator of further growth once the high-speed rail (HSR) line becomes operational. With its central location in Poland, Łódź will finally take its place at the heart of the country’s railway network.

Studies on projected growth in rail traffic indicate that the construction of the HSR line will create demand for upgrades to complementary conventional routes. To improve northern access from the Łódź Railway Junction via Zgierz to Kutno, the existing single-track line must be expanded to a double track, with speeds increased to 160 km/h. Additionally, for fast long-distance rail connections, a modernised link between the HSR line and the Central Railway Main Line (CMK) is essential. This would require upgrading the Łódź Widzew – Tomaszów Mazowiecki – Opoczno Południe route to 200 km/h. Both projects are currently under review by PKP PLK.



9. The impact of railway infrastructure investments on the Łódź Railway Junction area

More than just efficient transport

The enhanced transport connectivity of the Łódź region, resulting from PKP PLK and CPK investments, is just one of the many opportunities these infrastructure projects create. To operate railway services and maintain railway assets, a highly specialised workforce will be required, and Łódź, as a major academic centre, is well positioned to meet this demand. The technical facilities for maintaining high-speed rail (HSR) rolling stock will likely be located in the central part of the ‘Y-line’, which also points towards the Łódź region as a key location.

Modern rail transport is increasingly digitalised. Rail traffic management systems, train safety solutions, passenger information services, journey planning platforms, ticket distribution, and rolling stock maintenance are all progressively integrating the Internet of Things (IoT), big data, and artificial intelligence (AI). This technological shift presents a significant opportunity for the Łódź region.

One must not forget about the CPK airport itself. Built from scratch in an unconstrained location, it will become not only a hub for airline passengers and a key transfer point for transcontinental travel but also a centre of economic activity, which will rapidly develop around it. International experience shows that areas with strong air, rail, and road

connectivity naturally evolve into incubators for the rapid growth of various logistics, service, and innovation-driven enterprises.

However, this development must be carefully planned to fully capitalise on the opportunities presented by the airport's construction. For this reason, CPK has developed a *Strategy for the Development of the CPK Surrounding Area until 2044*, covering 18 municipalities within the airport's direct impact zone. Once the consultation, review, and approval processes are completed, this document is expected to be adopted by the Council of Ministers, with approval anticipated later this year. At the same time, the Ministry of Development Funds and Regional Policy has initiated work on the *Medium-Term National Development Strategy until 2035*. One of the proposed National Strategic Intervention Areas (OSI) would be the region surrounding the CPK, encompassing municipalities on both sides of the border between Mazowieckie and Łódzkie voivodeships. In practice, this would mean moving towards the realisation of the once-promoted 'duopolis' concept, and, considering other urban centres along the Warsaw–Łódź corridor, the broader vision of a 'megapolis.'

Conclusion

The implementation of landmark investments, such as the construction of the CPK airport and Poland's first high-speed rail (HSR) line from Warsaw through Łódź to Wrocław and Poznań, presents unparalleled opportunities for the development of the Łódź region. The impact of the CPK project extends far beyond improved transport connectivity, influencing multiple aspects of regional growth.

The local and regional authorities of Łódź and the Łódź Voivodeship face a significant challenge: to analyse the opportunities, devise effective strategies, and promote the region's strengths to ensure that the opportunities created by the CPK project are maximised to their fullest potential.