



A second metro line for Warsaw

With a population of nearly 2 million, Warsaw has become one of the most congested cities in Europe. To contribute to meeting growing transportation needs, the European Investment Bank is lending PLN 1bn (some EUR 238m) for the construction of the central section of the Polish capital's new metro line. In 2012, the EIB had already granted a loan of PLN 555m (EUR 139m) for the purchase of 35 modern and energy-efficient trains for the Warsaw metro.

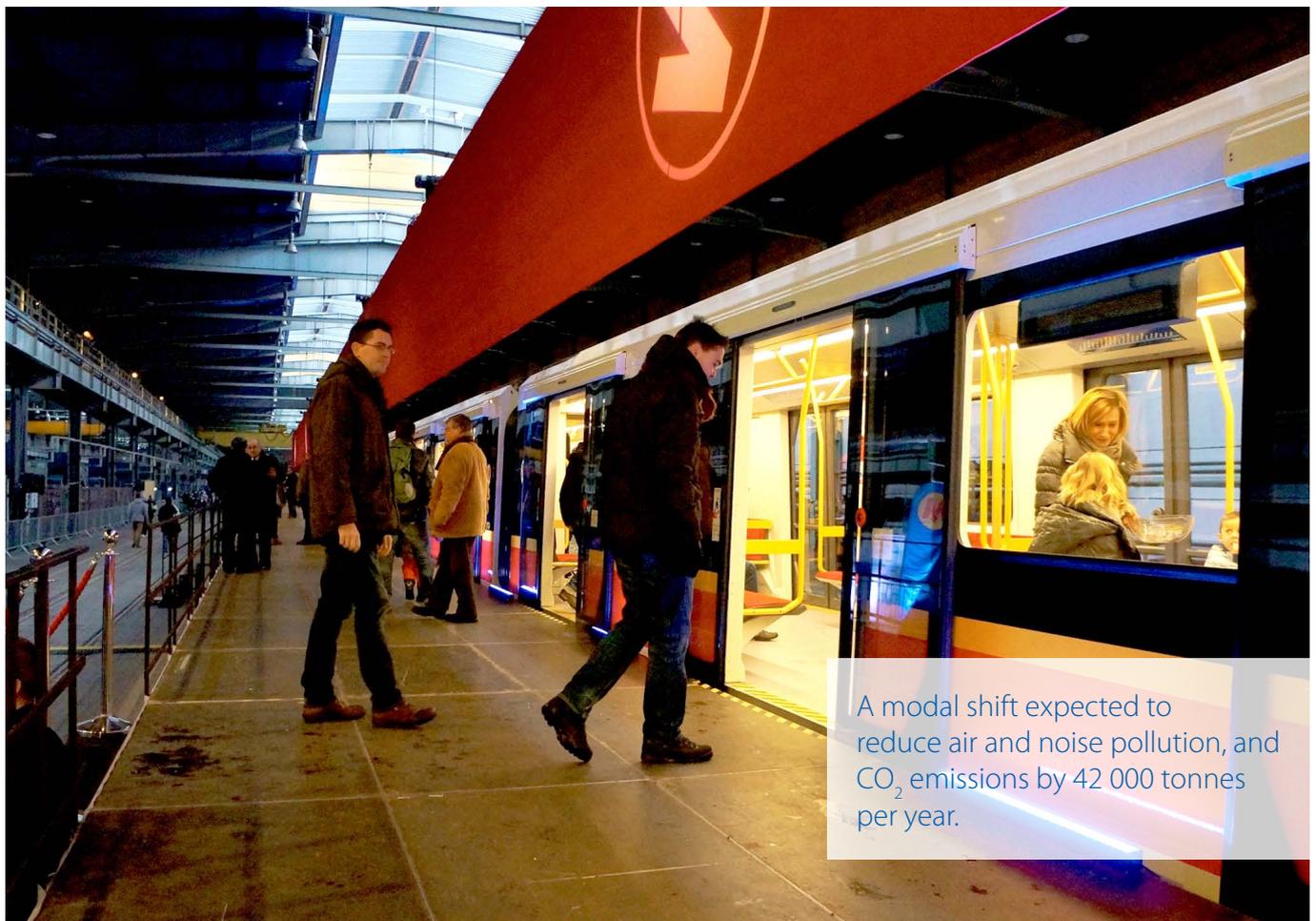
Warsaw's metro currently has only one line which runs from North to South. The second line, currently under construction, will

run from East to West and is part of the city's strategy for sustainable transport.

The 6.7 km long central section of the new metro line II will include seven stations plus a 400m-long connecting tunnel between the new and the old metro lines. As part of this loan agreement, the EIB is also supporting the expansion of the existing Kabaty metro depot to cater for the additional rolling stock that will be necessary to operate the new line. Train traffic control, telecommunications, and fare collection systems are also included in the project, which is expected to be completed by 2014/2015.

The extension and modernisation of the Warsaw metro will improve the quality of public transport service in terms of speed, comfort and reliability. Expected time savings will be substantial due to the significant difference in speed between the metro and other transport modes like trams, buses and especially cars, all of which use the congested street network in Warsaw's city centre. The project will consequently increase the attractiveness of public transport and the quality of life in the urban area.

The expected modal shift from cars to metro resulting from the project will have environ-



A modal shift expected to reduce air and noise pollution, and CO₂ emissions by 42 000 tonnes per year.

Metro station in Warsaw



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mental benefits. It will reduce air and noise pollution from transport in the long run and the estimated reduction of CO₂ emissions is some 42 000 tonnes per year.

On an economic level, this EIB-supported project will also create jobs, as the planned increase in metro operations will require additional drivers, maintenance workers and office staff. The metro is expected to create 15 500 man-years of temporary employment during construction.

The second metro line and new trains across the network will improve Warsaw residents' access to safe, efficient and clean transport.

Warsaw metro line infrastructure

The European Investment Bank is the bank of the European Union. Our shareholders are the 28 Member States of the EU. We provide finance and expertise for sound and sustainable investment projects. We are the world's largest multilateral lender by volume, with loans totalling EUR 52bn in 2012.

Climate action is a key priority for the EU. Between 2008 and 2012, the EIB invested almost EUR 80bn in climate change mitigation and adaptation projects. We support low-carbon and climate resilient growth in Europe as well as in emerging and developing countries outside Europe. Moreover, our funding acts as a catalyst to mobilise finance for climate action, encouraging others to match our long-term investment. We complement our innovative financing instruments with a range of technical assistance tools to provide rounded solutions for commercially promising climate initiatives.

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