

Environmental and Social Data Sheet

Overview

Project Name: Krakow Urban Infrastructure
Project Number: 2011-0202
Country: Poland
Project Description: The project covers mainly small and medium size investment schemes in fields of transport and local roads modernisation, education, cultural heritage and other urban infrastructure in the City of Krakow.

This is a multi-scheme operation. Some of the schemes may require an EIA under Annex II of the EIA Directive.

Project included in Carbon Footprint Exercise¹: NO

(Details are provided in section: "Carbon Footprint")

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The public transport and road schemes are expected to have some minor environmental impacts during construction and limited residual impact in the operational phase. In the case of road modernisation schemes, the intervention shall be limited to the existing lanes of the roads as well as other existing transport structures, which reduces potential impacts to a minimum. The new tramway lines together with the prioritisation measures in the urban traffic and passenger information system should improve the quality of service and its reliability and contribute to the increased use of this mode of transport, thus reducing the use of private means and associated pollution and noise.

As far as urban infrastructure is concerned, there are a number of positive effects expected, including energy savings in buildings owned by the municipality as a result of insulation of walls and roofs, changing windows and other energy efficiency measures. Further environmental benefits will stem from the connections of the households to the existing sewerage system. In addition, the investments in the social and affordable housing will increase their stock available for the social groups in need.

Some of the schemes in the operation are likely to fall under Annex II of the EIA Directive 2011/92/EU. Furthermore, some of the schemes in the programme may have an impact on protected sites and the Promoter will be required to act according to the provisions of the Habitats and Birds Directives.

The institutional capacity of the Promoter to manage the environmental issues in the programme is deemed satisfactory.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental and Social Assessment

Environmental Assessment

1. The “*Kraków Development Strategy*” was originally drafted in 2005 and thus, at that time, **not** subject to a Strategic Environmental Assessment (SEA) according to the Polish law. According to national Polish requirements, cities shall prepare individual local spatial development plans for their territories. These local spatial development plans are subject to SEA. The average coverage rate in Poland, in terms of covered territory per city is around 30%. In Kraków these plans cover 19% of the city’s territory and plans are being prepared for further 33%. Some of the projects included in this operation will be located in areas covered by local spatial development plans.

Similarly the “Study of conditions and directions of spatial development” - a strategic spatial development plan - was adopted in 2003 and thus, at that time, **not** subject to a Strategic Environmental Assessment (SEA) according to the Polish law. The City is working on the update of this study, which should be subject to SEA under the current legislation.

The Bank has requested (as a project undertaking) the Promoter to provide a non-technical summary (NTS) of the SEA, if available, when an updated or a new Development Strategy or Study of conditions and directions of spatial development of the City of Kraków is prepared.

2. There are Natura 2000 sites and nature conservation zones within the city and the potential impact of the schemes will be assessed by the competent authority in the permitting process, where relevant.

3. Should any scheme included under this operation require an EIA, it would be subject to the Bank’s standard environmental assessment. The Promoter will be required to act according to the provisions of the relevant EU Directives, including the SEA, EIA, Habitats and Birds Directives. The Promoter shall verify the compliance of the schemes with the relevant and applicable rules of the European Union legislation, in particular in the fields of environment. The Promoter shall deliver to the Bank a confirmation or equivalent that the schemes have no significant impact on nature sites of Community Importance or their equivalents, as well as the NTS of EIAs where applicable.

4. A considerable part of the city is located within the area with a flood risk. The city has included that risk within the spatial planning framework and is requesting the developers in the construction permits to take the appropriate measures to construct the resilient infrastructure.