

European Investment Bank (EIB)

Luxembourg, 07 September 2017

## **Environmental and Social Completion Sheet (ESCS)**

## **Overview**

Project Name: KRAKOW TRAMWAY INFRASTRUCTURE (FL20110202)

Project Number: 2013 0074 Country: Poland

Project Description: Tramline extension to the new Campus of the Jagiellonian

University + Tramline refurbishment and modernisation between Kraków City Centre and the Central Square in

Nowa Huta (Plac Centralny).

## **Summary of Environmental and Social Assessment at Completion**

EIB notes the following key Environmental and Social outcomes at Project Completion.

No significant environment or social issues were noted.

The investments were part of the Strategy of the Małopolska Region for which a Strategic Environmental Assessment (SEA) was concluded in 2008, in compliance with EU SEA Directive 2001/42 and also part of the Krakow Integrated Public Transport Plan.

Both schemes fell under Annex II of Directive 2011/92/EU, according to which the need for an EIA was decided on a case-by-case basis by the Competent Authority. The extension of the tram network was screened in and EIAs were carried out in accordance with EU and Polish regulations, while the refurbishment of the existing tram line was screened out. The schemes were not likely to have any significant effects on the species and habitats of Natura 2000 sites. The corresponding certificates by the Competent Authority have been received.

Concerning operation, the main identified impacts were the noise and vibrations from tram operation in the project corridor. According to the obligation imposed by the Competent Authority's decision, an ex-post environmental analysis was carried out to assess the effectiveness of the solutions applied to provide protection against noise and vibration within the scope of the tramline extension. The results of the measured vibration show no impact on buildings. On the other hand, the results of the noise levels show that the permissible noise level was exceeded at 5 residential buildings. Therefore, the Promoter introduced speed limits on two sections as an effective limitation of noise emissions and resulting standard values of the acoustic climate.

## Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.