



European Investment Bank (EIB)

Luxembourg, 15<sup>th</sup> of July 2019

## Environmental and Social Completion Sheet (ESCS)

### Overview

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

### Summary of Environmental and Social Assessment at Completion

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

The Project was structured as a multi-sector Framework Loan (FL) supporting the Municipality of Krakow (the Promoter) to implement the City's Development Strategy - adopted by the City Council in 2005 – and, its integrated Spatial Development Plan.

The Project comprised the financing of 129 schemes including investments in sustainable mobility (public transport and bicycle network) and the rehabilitation or construction of public buildings among which there are schools, kindergartens, nurseries and sport and cultural facilities. The Project also included the rehabilitation or construction of urban roads, social housing as well as other urban public infrastructure (e.g. green areas, parking spaces, EE public lighting). Some of the investments in public buildings included energy efficiency (EE) measures as upgrading the heating systems and thermo-modernisation measures.

Among these schemes, there were two amounting more than EUR 50 million and linked to the implementation of the tram network in the City. In line with FL procedures, these public transport schemes were subject to an individual appraisal<sup>1</sup> and approved by the Board prior to EIB disbursement against them:

- Tramway network extension to the new Campus of the Jagellonian University and;
- Tramway network refurbishment and modernisation of the line between Krakow City Centre (Rondo Mogilskie) and the Central Square in Nowa Huta (Plan Centralny) via Jana Pawla II Street.

The sustainable mobility schemes have contributed to reduce pollution from traffic, in particular greenhouse gas emissions, thanks to the modal shift from private cars, supporting the mitigation of climate change.

Some of the schemes allocated (e.g. tram schemes) were subject to a full EIA. The schemes allocated were deemed not to have any significant effects on the species and habitats of Natura 2000 sites.

The Promoter was not to commit any EIB funds against schemes that require a full EIA or biodiversity assessment according to EU and national law without, prior to commitment, receiving the consent from the competent authority, and the Non-Technical Summary of the EIA having been made available to the public.

For this operation, the requested environmental conditions mentioned above were complied with and there are no further environmental or social issues to be reported on.

<sup>1</sup> 2013-0074 KRAKOW TRAMWAY INFRASTRUCTURE (FL20110202) operation



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

EIB is of the opinion based on reports from the Promoter and site visits by the EIB team during Construction (Feb. 2017) that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.