EURE
Interreg Europe

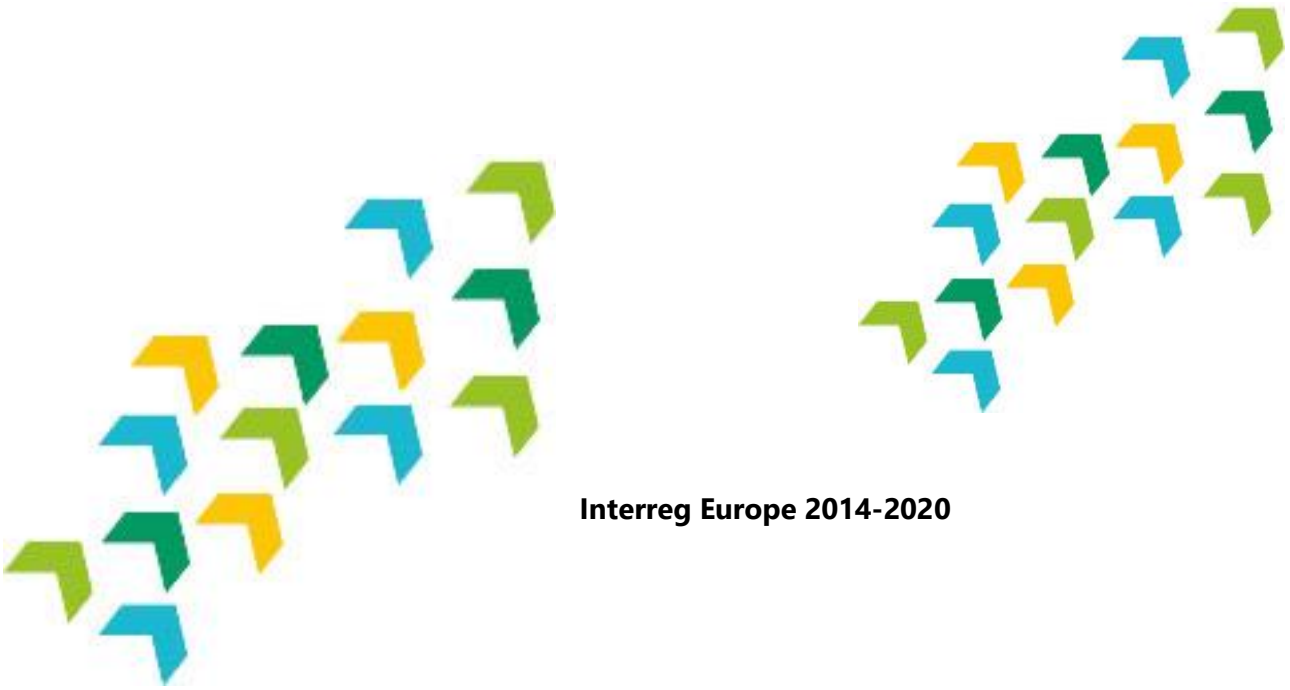
State of Play Regional Report
Lubelskie Voivodeship

EURE - Effectiveness of Environmental Urban policies to improve Resources Efficiency

March 2021

lubelskie
Taste life!

Interreg Europe
European Union | European Regional Development Fund



Interreg Europe 2014-2020

Policy instrument addressed	Regional Urban Policy for Lubelskie Voivodeship
Partner involved in the state of play report writing	Lubelskie Voivodeship Poland
Sent to the partnership	15.11.2020
Publication date	March 2021
Prepared by	Department of Strategy and Development in Marshal Office of Lubelskie Voivodeship: Dorota Skwarek Katarzyna Kiszczak External experts: Anna Krzyżanowska – Orlik Andrzej Brzozowy

TABLE OF CONTENT

1. SUMMARY

1.1. Brief characterization of the region

Lubelskie Voivodeship is one of 16 Polish regions, located in southeast of the country. It was created on January 1, 1999, out of the former Lublin, Chełm, Zamość, Biała Podlaska and (partially) Tarnobrzeg and Siedlce Voivodeships, on the basis of administration reform adopted in 1998. The region is named after its largest city and regional capital, Lublin, and its territory is made of four historical lands: the western part of the voivodeship, with Lublin itself, belongs to Lesser Poland, the eastern part of the region belongs to Red Ruthenia, and the northeast belongs to Polesie and Podlasie.

Lublin Voivodeship borders Podkarpackie Voivodeship to the south, Świętokrzyskie Voivodeship to the south-west, Mazowieckie Voivodeship to the west and north, Podlaskie Voivodeship along a short boundary to the north, Belarus and Ukraine to the east.

Map.1. Lubelskie Voivodeship in Europe

With the area of 25,155 square kilometres Lubelskie is the third largest region in Poland. At the end of 2018 population in the region was 2,117,619, which represents 5.5% of the country's population (9th place among voivodeships).

Administative structure of the region consists of:

- 213 local authorities, called gmina, corresponding with local administrative units (LAU) according to EUROSTAT;
- 20 subregional authorities, called poviat (group of gminas);
- regional authority.

The urban network of Lubelskie includes 48 towns. It is polycentric, though unevenly spaced (density decreases from west to east). Capital city Lublin, located in centre of the region, with neighbouring Świdnik, form agglomeration of 380 thous. of people. Number of inhabitants in four subregional towns (Biała Podlaska, Chełm, Puławy, Zamość) vary from 47,7 thous. to 63 thous. Majority of towns are small ones, with population less than 20 thous. inhabitants.

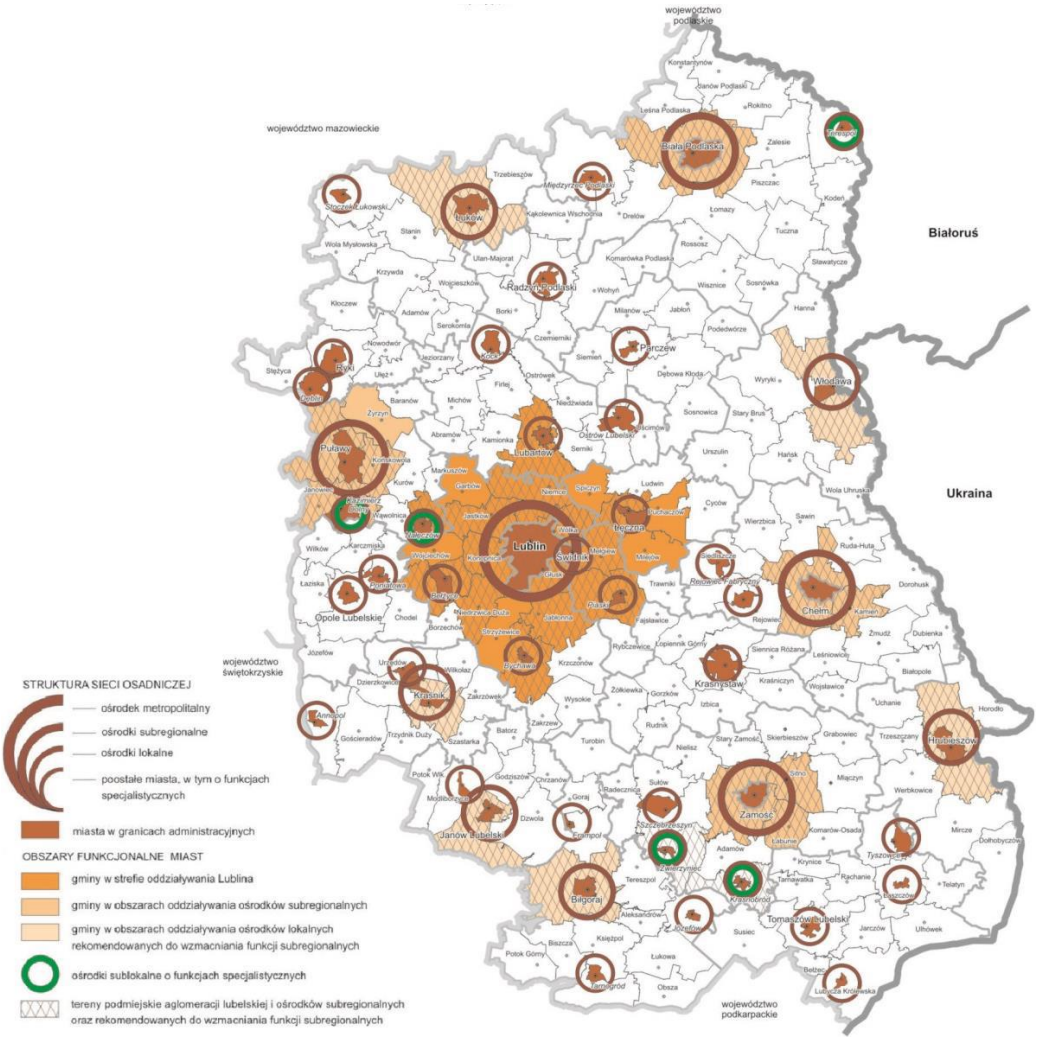
Tab.1. Towns of Lubelskie Voivodeship

Population	Number of towns
Above 300 000	1
50 000-70 000	4
20 000-50 000	5
10 000-20 000	10
Under 10 000	28

Large and medium towns (with population higher than 15 thous. persons in administrative boundaries) have status of gmina. Small towns (under 15 ths.) have the administrative status of gmina together with surrounding villages and rural areas. This fact is important when analizing statistical data, as most of them[1] refer to gminas in their administrative boundaries.

[1] Excluding numer of inhabitants, where data is available for towns in their boundaries

Map 2. Urban network in Lubelskie Voivodeship



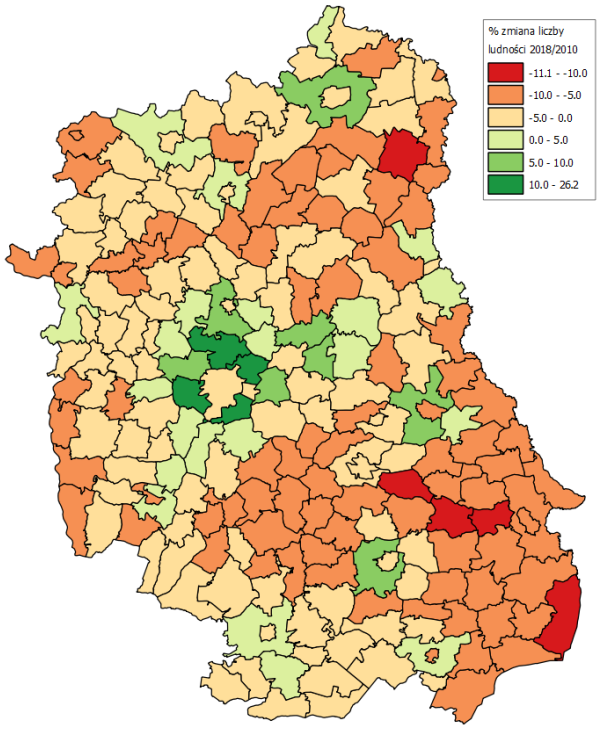
NOTE:

- dark brown – towns
- light brown and yellow – functional area of the town

Lubelskie is one of the least urbanized regions in Poland – both in terms of area served by one town and urban population. One city serves on average an area of 546 SqKm (in the country - 340 SqKm). The lowest density of cities and towns is observed in the Bialski subregion in the north - 6 cities, where there is an area of 996.17 SqKm per one city, which is twice as large as in the Lublin subregion - 469 SqKm (9 cities) and Puławy - 433 SqKm (14 cities) and over a third larger than in the Chełm-Zamość region - 546.5 SqKm (17 cities). Nearly half of regional population (46.5%) lives in towns (average in Poland 60.5%). In the years 2010 - 2018 the urbanization rate slightly fluctuated between 46.2% and 46.5%.

With low population density (84 persons/Sq Km while 123 persons/Sq Km in Poland in 2018), for many years theregion was ranked on 12th place in the country. The situation is not getting better, as population of the voivodeship is systematically decreasing. In years 2015-2018 number of inhabitants decreased by nearly 22.1 thous. It should be noted that the decline in population does not equally apply to each area: Bialski subregion lost over 3.4 thous. persons, while Chełm-Zamość subregion lost over 12,000 persons.

Map 3. Population change in years 2010-2018 (in%)



Even though the number of towns in Lubelskie Voivodeship increased from 42 to 48 over last years the number of inhabitants declined (in years 2013-2018 more than 13 thous). The biggest outflow in numbers is observed from big cities, but in terms of percentage of population loss medium and small towns are the ones that suffer more often. Analisys of data show also two facts: (1) number of inhabitants falls in cities and medium towns, but it grows in neighbouring municipalities, and (2) there is a constant concentration of regional population in Lublin metropolitan area (Lublin subregion).

The observed decline in the population is determined, inter alia, by natural movement. In 2018, the population growth per 1,000 inhabitants in the region was at the level of -1.7 ‰ and was much lower than the national average (-0.7‰). In cities, the population growth per 1,000 population in 2018 was -0.9 ‰ (- 1.2 ‰ in Poland).

In terms of population, the city of Lublin dominates, with 339.7 thousand inhabitants at the end of 2018, which represents 34.5% of urban residents and 16% of the total population of the voivodeship. Four subregional cities concentrate 11% of region's citizens. Considering years 2015 - 2018, the most urbanized poviats were świdnicki and puławski, while the smallest share of urban residents was recorded in the poviats: Parczew and Chełm.

In majority of cities the migration balance is negative, the highest values were recorded for Łęczna and for Dęblin. A positive migration balance occurs in the cities of Frampol, Józefów, Rejowiec Fabryczny, Urzędow, Ostrów Lubelski, Jozefów nad Wisłą and in Tyszowce.

The number of children and adolescents is systematically decreasing, while the number of the population in the older age group is increasing. The value of the demographic old age index illustrating relation between the share of older people and children and adolescents indicated that the most favourable values of the indicator were in urban functional areas. A drop in the number of people in pre-working age was recorded by 2.4% between 2015 and 2018, a deeper decrease was observed in rural areas (- 3.9%) than in cities (- 0.5%). There was a decrease in the working-age population by 3.4% between 2015 and 2018, a larger decrease was observed in towns (- 4.4%) than in rural areas (- 2.5%). There was an increase in the number of people in post-working age by 7.5%, a larger increase was observed in towns (11.6%) than in rural areas (3.8%).
According to demographic forecasts (CSO 2014-2050), unfavourable demographic processes in cities of the Lubelskie voivodeship will persist and deepen.

At the end of December 2018, the unemployment rate in Lubelskie Voivodeship amounted to 8.0% and was lower by 0.8 pp. than previous year. In Poland, the unemployment rate fell by 0.8 pp compared to December 2017 and amounted to 5.8%. In the ranking of voivodeships Lubelskie was 12th in terms of the unemployment rate.

In Lubelskie Voivodeship, the poviats with the highest unemployment rate were those located by the eastern boarder: Włodawski (15.5%), Chełmski (13.3%) and Hrubieszowski (13.2%). Poviats with lowest unemployment were: Łukowski (4.5%), Bilgorajski (5.1%) and Leczynski (5.3%). Compared to December 2017, the unemployment rate decreased in most poviats, to the greatest extent in the Zamosc poviat (1.4 percentage points) as well as in Tomaszowski and Rycki poviats (1.3 percentage points each). An increase of unemployment rate was recorded in Pulawski poviat (by 0.2 pp) as well as in Janowski and Opolski (0.1 pp each)[2]. In Lubelskie Voivodeship, a decrease in the registered unemployment rate among people of working age has been observed in recent years, however, this indicator remains at a higher level than the national average. In 2018, the unemployment rate among people of working age was 5.8% (4.2% on average in the

[2] Registered unemployment in Lubelskie Voivodship, the Main Statistical Office, p. 4.

country), Lubelskie is 4th in the country. In reference to unemployment rate the highest numbers are noted in small towns (with population <10 thous. inhabitants)[3].

Tab.2. Population and unemployment in towns of Lubelskie Voivodeship

Territory designation[4]	**Area**	**POPULATION (%)**							**UNEMPLOYEMENT RATE (%)[5]**				
	(Sq Km)	Total	M (%)	F (%)	-15Y (%)	15-24 (%)	25-65 (%)	+65 (%)	Total	M	F	15-24y	Over 24y
Miedzyrzec Podlaski	21	16 796	48	52	16	11	57	16	7.3	7.6	7.1	5.3	7.7
Terespol	10	5 557	48	52	14	12	58	17	4.8	4.1	5.6	2.1	5.4
Bilgoraj	21	26 391	48	52	15	11	57	18	3.7	3.8	3.6	2.6	3.9
Rejowiec Fabryczny	15	4 417	49	51	14	12	60	15	7.0	6.3	7.7	7.7	6.9
Hrubieszów	33	17 735	48	52	13	11	57	19	7.6	8.2	7.1	6.2	7.9
Krasnystaw	42	18 778	47	53	13	10	57	21	6.6	6.4	6.8	4.7	6.9
Krasnik	26	34 539	47	53	12	10	57	21	6.1	6.3	5.8	4.4	6.4
Lubartów	14	21 995	47	53	15	9	58	18	6.0	6.3	5.7	4.5	6.2
Luków	36	30 025	48	52	16	11	55	18	3.0	2.9	3.1	2.2	3.2
Stoczek Lukowski	9	2 536	49	51	15	11	54	20	3.1	2.4	3.8	2.8	3.1
Pulawy	50	47 774	46	54	13	10	54	23	4.1	3.8	4.5	2.8	4.4
Radzyn Podlaski	19	15 731	48	52	15	11	57	17	4.5	4.5	4.5	2.8	4.8
Deblin	38	16 149	50	50	13	10	58	19	4.5	4.2	4.8	4.7	4.5
Swidnik	20	39 312	48	52	14	9	57	21	4.6	4.5	4.7	2.3	5.0
Tomaszow Lubelski	13	19 198	47	53	13	10	58	19	3.5	3.5	3.4	2.4	3.7
Wlodawa	18	13 220	48	52	14	10	57	19	7.5	6.4	8.7	5.3	7.9
Biala Podlaska	49	57 352	48	52	15	10	58	16	6.3	6.6	5.9	3.7	6.7
Chelm	35	62 670	47	53	13	9	59	19	6.1	5.5	6.7	4.0	6.5
Lublin	147	339 682	46	54	15	9	57	20	4.5	4.7	4.3	2.8	4.8
Zamosc	30	63 813	47	53	13	10	59	18	6.4	6.7	6.2	4.2	6.8
Frampol	4	1 437	50	50	13	11	58	19	14.5	15.0	14.1	25.7	12.5
Józefów	5	2 492	48	52	12	12	60	17	10.6	12.1	9.0	9.8	10.7
Tarnogród	11	3 351	48	52	15	12	57	17	5.8	6.7	4.9	9.0	5.1
Siedliszcze	13	1 412	47	53	16	14	54	16	34.1	39.3	28.8	28.4	35.5
Rejowiec	6	2 070	48	52	14	11	57	18	29.0	35.0	23.1	24.6	29.8
Janów Lubelski	15	11 940	49	51	14	11	58	17	9.4	9.5	9.4	9.0	9.5
Modliborzyce	8	1 460	49	51	14	12	55	19	33.6	33.8	33.5	39.9	32.2
Annopol	8	2 528	50	50	14	12	60	14	29.4	31.7	27.2	35.3	28.2
Urzędów	13	1 709	49	51	15	12	55	19	33.3	32.4	34.1	42.6	31.3
Kock	17	3 315	48	52	14	12	58	17	19.1	18.2	19.9	13.8	20.1

[3] Report from the Development Strategy of Lubelskie Voivodship (2018), p. 15.
[4] Name of Urban centre; rural centres or municipalities, FUA = Functional Urban Areas, etc
[5] The unemployment rate is calculated as the quotient of the unemployed ina a given category (total, gender, age) to the population in each category (total, gender, age)

Ostrów Lubelski	30	2 092	49	51	14	10	58	19	12.4	14.3	10.5	15.4	11.9
Bełżyce	23	6 551	48	52	15	10	58	17	10.2	10.9	9.5	10.8	10.1
Bychawa	7	4 942	47	53	14	11	56	19	10.4	10.4	10.4	11.9	10.1
Łęczna	19	19 006	49	51	15	10	64	11	3.9	5.1	2.8	4.1	3.9
Józefów nad Wisłą	3	923	49	51	14	10	55	20	48.6	43.6	53.4	62.5	46.0
Opole Lubelskie	15	8 470	48	52	13	10	58	19	11.8	11.1	12.5	13.4	11.5
Poniatowa	15	9 195	47	53	13	9	57	21	11.5	11.0	12.1	9.5	11.8
Parczew	8	10 650	48	52	15	10	56	19	5.2	6.5	3.9	4.0	5.4
Kazimierz Dolny	31	2 579	46	54	13	13	55	19	10.7	9.5	12.1	7.7	11.4
Nałęczów	14	3 768	45	55	12	11	52	24	11.0	10.6	11.4	10.4	11.1
Ryki	28	9 667	48	52	14	10	56	20	11.0	12.2	9.8	13.3	10.6
Piaski	8	2 556	47	53	12	11	56	21	23.7	24.6	22.8	20.4	24.4
Lubycza Królewska	4	2 443	50	50	14	11	58	16	19.3	21.9	16.9	16.2	19.8
Łaszczów	5	2 154	49	51	13	10	58	18	9.4	10.2	8.6	11.3	9.1
Tyszowce	19	2 132	51	49	13	12	58	17	7.1	9.2	5.2	8.6	6.7
Krasnobród	7	3 094	49	51	14	11	57	18	15.3	15.4	15.2	14.1	15.5
Szczebrzeszyn	29	5 040	47	53	13	11	59	18	12.9	13.9	11.8	12.2	13.0
Zwierzyniec	6	3 194	47	53	12	11	58	20	11.4	10.7	12.0	9.4	11.8
TOTAL	1 017	983 840	47	53	14	10	57	19	6.0	6.0	6.0	4.7	6.2

Territory designation[6]	**Area**	**POPULATION (%)**							**UNEMPLOYEMENT**				
	(Sq Km)	Total	M (%)	F (%)	-17Y (%)	18-44 (%)	45-64 (%)	+65 (%)	Total	M (%)	F (%)	17-25y (%)[7]	Over 50y (%)
Miedzyrzec Podlaski	21	16 796	48	52	18	38	23	21	837	48	52	11	26
Terespol	10	5 557	48	52	17	38	24	21	187	58	42	7	24
Bilgoraj	21	26 391	48	52	18	38	21	23	662	49	51	11	22
Rejowiec Fabryczny	15	4 417	49	51	17	40	25	19	220	55	45	18	20
Hrubieszow	33	17 735	48	52	16	37	23	24	921	47	53	13	24
Krasnystaw	42	18 778	47	53	16	36	22	26	823	52	48	10	30
Krasnik	26	34 539	47	53	15	37	23	26	1 404	49	51	11	23
Lubartow	14	21 995	47	53	18	37	22	23	886	49	51	10	28
Luków	36	30 025	48	52	19	38	21	22	598	52	48	12	25
Stoczek Lukowski	9	2 536	49	51	18	36	22	23	51	61	39	16	20
Pulawy	50	47 774	46	54	16	34	23	27	1 265	56	44	11	23
Radzyn Podlaski	19	15 731	48	52	18	37	23	22	478	50	50	10	24
Deblin	38	16 149	50	50	16	38	23	24	492	51	49	15	25
Swidnik	20	39 312	48	52	17	36	22	25	1 185	52	48	7	26

[6] Name of Urban centre; rural centres or municipalities, FUA = Functional Urban Areas, etc
[7] Percentage of unemployment

Tomaszow Lubelski	13	19 198	47	53	16	36	24	24	452	50	50	10	27
Wlodawa	18	13 220	48	52	17	37	22	24	665	58	42	10	28
Biala Podlaska	49	57 352	48	52	18	39	23	21	2 475	48	52	9	26
Chelm	35	62 670	47	53	15	37	24	24	2 613	56	44	9	25
Lublin	147	339 682	46	54	17	38	21	24	10 050	50	50	8	27
Zamosc	30	63 813	47	53	16	38	23	23	2 805	50	50	9	31
Frampol	4	1 437	48	52	15	37	25	23	143	52	48	27	19
Józefów	5	2 492	48	52	15	41	24	20	188	43	57	15	14
Tarnogród	11	3 351	48	52	18	40	21	21	133	42	58	26	14
Siedliszcze	13	1 412	49	51	21	40	20	19	329	42	58	17	19
Rejowiec	6	2 070	48	52	17	37	25	21	408	40	60	14	27
Janów Lubelski	15	11 940	47	53	17	38	24	21	773	49	51	15	21
Modliborzyce	8	1 460	47	53	17	37	23	22	326	52	48	21	23
Annopol	8	2 528	47	53	17	40	25	18	536	47	53	20	21
Urzędów	13	1 709	48	52	18	39	21	22	379	53	47	23	16
Kock	17	3 315	49	51	17	38	24	21	440	53	47	12	26
Ostrów Lubelski	30	2 092	46	54	17	36	23	24	175	43	57	18	14
Bełżyce	23	6 551	48	52	18	40	22	21	455	46	54	15	23
Bychawa	7	4 942	50	50	16	38	23	23	347	50	50	19	21
Łęczna	19	19 006	48	52	18	41	26	15	552	34	66	14	16
Józefów nad Wisłą	3	923	47	53	17	37	23	24	295	56	44	20	21
Opole Lubelskie	15	8 470	48	52	15	38	24	24	676	52	48	17	26
Poniatowa	15	9 195	48	52	15	37	22	26	702	51	49	12	23
Parczew	8	10 650	47	53	18	37	22	23	370	37	63	12	32
Kazimierz Dolny	31	2 579	46	54	17	35	25	23	187	55	45	13	28
Nałęczów	14	3 768	47	53	16	30	24	29	264	50	50	17	21
Ryki	28	9 667	50	50	17	36	22	25	705	45	55	18	21
Piaski	8	2 556	48	52	15	37	23	25	409	48	52	14	21
Lubycza Królewska	4	2 443	48	52	17	39	24	20	327	46	54	13	26
Łaszczów	5	2 154	47	53	16	38	24	22	139	46	54	18	24
Tyszowce	19	2 132	48	52	16	37	26	21	105	39	61	21	13
Krasnobród	7	3 094	49	51	17	38	24	22	321	51	49	15	18
Szczebrzeszyn	29	5 040	49	51	16	38	25	22	452	46	54	15	22
Zwierzyniec	6	3 194	50	50	15	36	25	24	250	53	47	14	30
TOTAL	1 017	983 840	49	51	17	37	22	23	39 455	49	51	11	25

Lubelskie Voivodeship is - in statistical terms - the least developed region of Poland, with a relatively low level of development, although its dynamic is high (on a European scale). Research on regional processes of post-socialist transformation distinguish three development paths of regions of Central and Eastern Europe: "metropolitan", "reindustrialisation" and "stagnant". Lubelskie should be included in the stagnant regions.

Tab.3. General information on GDP and labour market of Lubelskie Voivodeship

Territory designation[8] (NUTS3)	Total		Primary[1]		Secondary[2]		Tertiary[3]	
	Active population[4] ('000) 2018	GDP 2017	Active population[4] (%)2018	GDP	Active population[4] (%)2018	GDP	Active population[4] (%)2018	GDP
Bialski	91 776	24%	48	-	14	-	38	-
Chelmsko – Zamojski	203 508	22%	56	-	13	-	31	-
Lubelski	244 385	37%	25	-	20	-	55	-
Puławski	164 039	25%	53	-	18	-	29	-
TOTAL - LUBELSKIE	703 708	28% (48% in PPS)	43	-	17	-	40	-

[1]Agriculture, Forestry, Fishing
[2]Industry
[3]Services including Public Administration, Transports, Tourism, etc
[4]Active Population = population between 15-65 years old
GDP = GDP / capita in % of EU average

In 2017, the value of Gross Domestic Product per capita according to PPS purchasing power parity (% of the EU28 average) for the Lubelskie Voivodeship was 48% (country average at 68%). The value of the indicator compared to 2014 in the region increased by 1 pp (with an increase of 2 pp for Poland). The value of GDP per capita for individual subregions of the voivodship is varied. The indicator reached the highest value in 2017 in the Lublin subregion (PLN 47 552), the lowest value in the Chelmsko-Zamojski subregion (PLN 27 273), in other subregions the values amounted to: PLN 31 766 in the Pulawy subregion and PLN 30 879 in Bialski.

The economy of Lubelskie Voivodeship should be included to the group of traditional economies. The dominant role of agriculture in employment is evident: in 2017 36.6% workers in the region worked in agriculture and compared to the country is was more than twice as high (15.5%). At the same time share of services sector (MT sections) in employment reached 24.4% (in the country 28,7%) and employment in services (GL sections) 21%, (in the country 29%). The smallest number of workforce was employed in industry and construction - 17.9% (26.6% in the country)[9].

Compared to other voivodeships and the general situation in Poland, the economy of Lubelskie Voivodeship is characterized by low competitiveness and innovativeness. The value of gross fixed capital formation in Lublin in 2016 was PLN 10,930 million (a decrease by 23.4% compared to 2015) - 11th place in the country. The value of investment outlays in the national economy in Lubelskie Voivodeship in 2017 was PLN 8,826 million, which represents 3.4% of the national value (11th place among Polish regions). Number of new companies per 10,000 population in 2018 was 854 (an increase of 5.6% compared to

[8] Name of Urban centre; rural centres or municipalities, FUA = Functional Urban Areas, etc
[9] Report from the Development Strategy of Lubelskie Voivodship 2018,. pp.11-12.

2015) - 15th place in Poland. It is estimated that in 2015 the employment rate in R&D activity amounted to 3 880.3 FTE (9th place in the country). Expenditure on research and development in Lubelskie Voivodeship in 2017 was PLN 668.8 million (decrease by 3.17% compared to 2014), which represents 3.2% of the total expenditure on R&D in the country (9th place among voivodships). The share of sales of new or significantly improved products in total sales in the voivodship industry in 2017 was 5.01%, (decrease by 1.2 pp compared to 2014) - 13th place in the country (8.84% in Poland). The share of net revenues from the sale of innovative products for export in total revenues from total sales in 2017 in the region was 1.44% (decrease by 0.9 pp, compared to 2014) – 16th place among voivodeships[10].

1.2. Specific characteristics of situation in cities of Lubelskie Region

Municipal infrastructure:

In 2018, around 53% of the region's inhabitants had access to the sewage system (70.8% in Poland - 16th place in the country). Of the 48 cities, the lowest percentage of people using the sewage system is in Tyszowce (36%), while the highest is in Kock (98%). In one-third of cities, this percentage does not exceed 74%. The length of the sewage network in 2018 was 6,686.5 km (an increase of 6.5% compared to 2015), which represents 4.2% of the network in the country - 12th place in the country. The length of sewer networks in 48 cities in the region represents 42% of the region's value. Wastewater treated and discharged in 48 cities accounts for 83% of treated and discharged wastewater in the region (50,767 dam3 in 2018), with Lublin dominating (34%).

In 2018, over 87% of inhabitants used water supply system - 14th place in the country. Among the cities of the region, the lowest percentage of the population using waterworks is in Lubycza Krolewska (45%), while in 5 cities all residents use the water supply network (Laszczow, Tyszowce, Krasnobrod, Annopol, Urzedow). In two-thirds of cities, the percentage of people using the water supply exceeds 92%.

The total length of the gas network operated in 2018 in the Lubelskie Voivodeship was 9,301 km (an increase of 7.5% compared to 2015). The length of the gas network in cities represents 32% of the length of the network in the region. There is no gas network in 5 cities (Laszczow, Bychawa, Ostrow Lubelski, Siedliszce, Terespol). In one third of the cities of the region, the length of the gas network does not exceed 15 km. In 2018, 41% of the inhabitants of the Lubelskie region used the gas network - 13th place in the country. In more than half of the cities, the percentage of people using the gas network exceeds the value in the region, with the highest percentage in Swidnik and Leczna (97%).

[10] Report from the Development Strategy of Lubelskie Voivodship 2018

Only 18 cities have heating systems, the total length of which represents 83% of the length of the heating network in the region (835.8 km in 2018). Lublin has the longest heating network (286 km in 2018), and Opole Lubelskie the shortest (less than 1 km). In Hrubieszow and Parczew, the length of the heating network is less than 6 km.

Transport accessibility:

In terms of the length of expressways and highways, in 2018 Lublin ranks 13th in the country. The express road density index in the voivodship was 0.4 km / 100 km2 (1.2 km on average in the country), in terms of density of highways and expressways the voivodship takes the last place in the country[11]. Existing expressway links Lublin with Warsaw (construction works still ongoing in Mazovian Region). Another expressway is under construction and it will connect Lublin with Rzeszów – capital city of Podkarpackie region, neighbouring Lubelskie to the south.

The cities of the voivodeship are characterized by a varied level of road accessibility to the voivodeship centre. The most peripheral area (access routes 120 min and more) is the south-east and north-east part of the region, with the worst access times from the cities of Laszczow, Tyszowce, Lubycza Krolewska, Biala Podlaska, and Terespol.

The relatively even distribution of subregional cities in the voivodeship is conducive to good road accessibility from the level of surrounding local cities. Within the voivodeship, the most peripheral city among the sub-regional cities is Biala Podlaska, to which access from 12 cities of the region exceeds 3 hours.

Wlodawa, Hrubieszow, Lukow and Parczew have the best accessibility among poviat towns from the level of surrounding rural areas, while among small towns Frampol has the best accessibility.

The most peripheral area of the voivodship in terms of access to cities is the range along the eastern border. It is the area with the lowest density urban centres[12].

The problems directly affecting cities include the lack of road bypasses. The consequence of this is a decrease in quality of life of residents, as a result of increased exhaust emissions, noise and an increased threat to road safety.

The total length of railway lines in use in Lubelskie Voivodeship in 2018 was 1 048 km (5.45% of the length of railway lines in Poland) - 11th place in the country. The density ratio of railway lines in the region in 2018 was 4.2 km / 100 Sq Km (Poland - 6.2 km / 100 Sq Km) - 15th place in the country[13]. The layout of railway lines of regional importance is poorly developed. The following cities are the only cities located within the isochrones 45 minutes by train to Lublin: Pulawy, Naleczow, Swidnik, Rejowiec Fabryczny, Lubartow

[11] Report from the Development Strategy of Lubelskie Voivodship 2018, p.17
[12] Regional Urban Policy, p. 36
[13] Report from the Development Strategy of Lubelskie Voivodship 2018, p.17

and Krasnik. The most peripheral area in terms of rail access to the voivodship centre is, as in the case of road access, the north-east and south-east part of the Lublin province[14]. On part of the railway network, passenger traffic is suspended, as a result of low-cost effectiveness. In addition, a significant part of the railway line is non-electrified and monorail. Existing lines are not adapted to provide sufficiently high speed in passenger (160 km/h) and freight (120 km/h) traffic. In addition, significant uderinvestment is seen in the infrastructure of stations, stops and rolling stock.

Scientific and research potential:

There are 18 universities in the voivodeship with 82,000 students, which represents 5.6% of the total number of students in universities in the country. The share of foreigners in the total number of students is steadily increasing in 2018 it was 10.1% and was higher than the national average (6.3%) - 2nd place among voivodeships.

Lublin is a thriving academic centre of Eastern Poland, where 9 universities have their headquarters, gathering over 88% of all students in the voivodeship. Other universities are in cities: Biala Podlaska (2), Chelm (3), Zamosc (3), Deblin and Ryki.

The main research and development potential of the voivodeship is concentrated around universities and institutes of the Polish Academy of Sciences in Lublin, PZL Swidnik infrastructure and research institutes in Pulawy. Lublin is also the only metropolitan centre in the country without an independent art university.

Air quality:

In 22 cities, dust pollution from fuel combustion exceeds the value for the region (53% of dust pollution in 2018). Both the Lublin Agglomeration zone and the Lubelskie Zone in 2015 were included in class C - concentrations of air pollutants (PM10, PM2,5, benzo-a-piren) exceeded the permissible levels. In Lublin, in all subregional cities and in most medium towns, all the pollutants were exceeded. Most of small towns (apart from Terespol, Annopol, Bychawa, Frampol, Poniatowa and Rejowiec Fabryczny, in which the permissible pollution standards were exceeded) are characterized by good air quality.

64% of PM10 emissions in the region come from the municipal and housing sector (surface emission), 17% from agriculture, 9% from transport (linear emission), and 7% is point emission (from professional energy services, technological processes and other organizational units introducing pollution in organized way). The largest point sources of emissions are located mostly in cities - 26 cities specifically. 93% of regional air pollution comes from particularly troublesome institutions, with as much as 35% from Pulawy (Zakłady Azotowe) and 28% from Chelm (cement plant). Almost all gaseous pollutants are carbon dioxide (99%). Relatively the most of sulfur dioxide in the gaseous pollutant balance is in Poniatowa, nitrogen oxides in Bilgoraj, and carbon monoxide in

[14] Regional Urban Policy, p. 36

Laszczów and Opole Lubelskie. Particularly burdensome companies in cities are responsible for 86% of dust pollution emitted in the region (Pulawy - 40%, Chelm - 10%).

Surface emissions from the communal and household sector are seasonal - significantly higher concentrations occur annually in the cold season. Seasonal variability of PM10 dust concentrations showing the occurrence of exceedances almost exclusively in the heating season indicates that the greatest impact on the obtained concentration is the emission from combustion of fuels for heating purposes. It is related to, among others, insufficient energy efficiency in residential buildings and coverage of the heating network.

Energy efficiency and renewable energy sources:

Compared to other voivodeships, Lubelskie is not a clearly energy-intensive economy. In terms of electricity consumption per PLN 1 million of GDP, it was only in 2017 that the region reached the national average (0.08 GWh). The industrial sector (41%) consumes the most electricity in Lubelskie Voivodeship, followed by households (23%), and the energy sector (10%). In 2017, in terms of electricity consumption per capita, the region came 13th in the country (2,935 kWh). Electricity consumption per capita in cities was lower - 662 kWh. In 20 cities, the value of this indicator exceeded the average for the region, with the lowest value recorded in Jozefow nad Wisla (6 kWh) and the highest in Kazimierz Dolny (1,361 kWh). Lubelskie Voivodship is a net importer of energy - this region remains in the group of voivodeships with the lowest value of the ratio of electricity production to its consumption in Poland (14th position in the ranking). In turn, the share of electricity production from renewable sources in total electricity production in 2018 reached the value of 22.9%, placing the region in the seventh place in the country (12.7% - value for the country). In 2017, the share of energy for heating generated from coal fuels was 86.6% (the remaining 13.4% is heat generated from gas fuels) - Lubelskie remains in the group of voivodeships whose heating system uses mainly hard coal for production purposes. The share of heat generated from renewable energy (biomass) in the region is marginal (0.008%) and is one of the lowest in the country.

In the Lubelskie Voivodeship, between 2012 and 2017, a downward trend was observed in the scope of sales of heat for municipal and living purposes - both for residential buildings (a decrease by about 15.6%) and for offices and institutions (a decrease by about 54.4%). However, in the last 3 analyzed years, slight upward trends in sales are visible. In 2017, Lubelskie was on the 10th position in the country in terms of the volume of energy sold, while in 2012 it was on the 8th position.

Single-family buildings represent over 96% of the total residential buildings in the voivodeship, while 24% of residential buildings in the region are in cities. Almost 91% of apartments in cities have access to central heating. The level of energy consumption is affected by the age of buildings: 33.5% of buildings in the region were built in 1945 - 1970, and 10.5% before World War II (data for 2011). They consume almost three times

more energy than buildings built in 2007. Poor thermal insulation and low efficiency of heat sources in buildings are also an important problem. The consumption of energy carriers for heating purposes in newer buildings (built after 1980) is significantly lower than those built before 1980. In the case of heat from the network, the difference is as much as 19%. The difference between insulated and non-insulated buildings is even higher - 43%. In the years 2011 - 2016, no increase in activities leading to the improvement of energy efficiency of buildings, such as replacement of installations, renovation of roofs or replacement of joinery, was observed in the region. The largest investments in recent years (2011, 2013, 2015, 2016) can be seen in the case of building insulation, although the percentage of flats affected by this type of activity in the discussed years decreased systematically (from 0.83% in 2013 to 0.65% in 2016). According to the energy efficiency survey of public administration buildings for 2007-2013, investments in improving the energy efficiency of public buildings in the Lubelskie Voivodeship have resulted in energy savings of 31.4%.

At the local level, there is no complex support system for measures to improve energy efficiency in specific sectors in each area. The current possibilities of implementing such activities are dispersed among various instruments, often competing, i.e. the national Clean Air program, which allows co-financing of thermomodernization of single-family residential buildings or instruments implementing revitalization programs, applicable in communes of the Lubelskie Voivodeship. Often in designated areas of regeneration, the problem is the energy poverty of the inhabitants of buildings (mainly multi-family residential buildings) that often require urgent intervention due to poor technical condition and, consequently, generation of large energy losses and costs. In the case of multi-family buildings, there is a strong relationship between the age of the building and energy poverty - the older the building, the higher the proportion of energy poverty. This applies to pre-war tenement houses where the energy poverty rate is twice as high as among residents of buildings built after 1946. Inhabitants of pre-war tenement houses constitute 40% of all energy-poor inhabitants of multi-family buildings. The observed fluctuations in energy prices on the market and the growing consumption of energy implies a growing need to ensure energy security in the region and individual cities. The answer may be cluster initiatives taking action to ensure the energy security of the Lublin municipalities based on local energy resources, especially renewable energy sources. Now, there is one such cluster in the region, the Lublin Ecoenergy Cluster coordinated by the Lublin Development Foundation, which received its EKOJANOSIK award in 2018 for its activities in this area.

To apply for mobility funds in the Regional Operational Programme for the Lubelskie Voivodesip for years 2014-2020 for co-financing of mobility projects it was necessary to prepare low-carbon economy plans or sustainable mobility plans. Therefore, Lublin and subregional cities within ITI instrument prepared such documents, which included a comprehensive diagnostics and objectives with planned investments in a short and long-

term perspective. The plans included mobility projects, energy efficiency projects (mainly focusing on public sector), energy-efficient lighting and others. Lots of attention was paid to educational activities directed to all inhabitants.

Waste management:

In 2018, Lubelskie Voivodeship took the fourth position in the country in terms of generated and stored waste (outside municipal) - 7,398 thousand t., but only the twelfth in terms of waste subjected to recovery - 223 thousand t. Waste generated in 21 cities is responsible for 6% of the waste generated in the region, with the largest amount of waste generated and stored in Lublin (111,000 t). In turn, waste recovered in cities accounts for 26% of the waste recovered in the region - the largest amount of waste recovered in Biłgoraj (24,000 tonnes). In terms of municipal waste collected, the Lubelskie Voivodeship took the eleventh position in the country in 2018 (470 thousand tons). 67% of municipal waste came from cities, with as much as 25% from Lublin. Most of the waste collected in the region came from households (82%). In 24 cities, the share of household waste exceeded the value for the voivodeship. In total, there are 45 separate waste collection points in 41 cities. Only one third of municipal waste in Lubelskie region was collected selectively, with 91% of the selective collection coming from households, and 62% from cities (21% in Lublin alone). Among the waste collected separately in 2018, biodegradable waste (25%) predominated in the region, followed by glass (16%), bulky waste (10%), plastics (9%), paper and cardboard (7%).

Acoustic climate:

Lublin and sub-regional cities have the most unfavourable acoustic climate conditions in the voivodeship. This is mainly related to road communication: the increasing volume of urban traffic and transit traffic for heavy and passenger vehicles (including border traffic). Cities with great recreational, leisure and spa values, i.e.: Kazimierz Dolny, Naleczow, Krasnobrod and Zwierzyniec, are characterized by acoustic nuisance due to the high tourist traffic load. Actions taken to date to neutralize noise include, first, relocation of car traffic from the city centers to their outskirts by constructing bypasses. At the local level, however, there is a lack of coordinated action that would be responsive to the growing problem of noise in cities.

Access to public spaces:

Lublin, subregional centers and poviat cities as well as cities with tourist or spa functions have the highest potential of main public spaces. In many cities, the spaces within housing estates from the 1960s and 1970s require regeneration measures. The potential of green areas in the cities of the region assessed based on green areas per capita was lower than the national average (36.8 m^2 / person) and amounted to 32.3 m^2 / person. The average rates of recreational and leisure spaces for the cities of the region are at the level of forest cover - 11.6%, the area of walking and recreation parks per 1 inhabitant -

10 m2 / person, the share of other arranged green areas - 1.7%. The cities with the highest recreational and leisure potential are: Pulawy, Opole Lubelskie, Deblin, Naleczow, Zwierzyniec, Krasnobrod, Stoczek Lukowski and Kock (the values of the above indicators significantly exceeded the average values for the cities of the Voivodeship). The spatial structure of cities in the Lubelskie Voivodship is characterized by a relatively large share of uninvested areas. The cities of the voivodship have considerable planning potential of areas for the development of economic activity, i.e. undeveloped post-industrial areas (remains of the collapse of state-owned enterprises as a result of socio-economic changes in the early 90s).

Revitalization needs:

Revitalization is a multi-year process involving coordinated intervention in several different areas. The 2014-2020 perspective is only the second EU perspective enabling revitalization activities, and the first one focused strictly on solving social problems. The real effects of previous activities financed from EU funds will be available only in a few years. In terms of all voivodeship cities, revitalization still needs to include: downtown areas; housing complexes (housing estates) with favourable locations, accessibility to technical infrastructure; post-industrial areas; railway areas, including railway stations and their surroundings; river valleys, which are urban areas playing an important role in the functioning of the city's natural system and in shaping recreation areas for residents. The areas of revitalisation intervention include, among others, inhabitants' quality of life, which relates to energy efficiency, low-carbon economy, air quality, acoustic climate, access to public spaces.

The revitalisation activities were supported by many institutions both on a national and regional level with initiatives aiming at construction of a support system with wide knowledge and best practices database. Those included, among others, the contest "Model Revitalisation of Cities" or funds allocated for preparation of revitalisation programmes for all interested cities in the region. However, the monitoring system of revitalisation activities and programmes still requires lots of improvements.

Suburbanization:

Suburbanization mainly applies to the metropolitan centre and subregional centres and occurs in the form of annular residential development networks. In the case of other cities, the scale of suburbanization is small and focuses primarily along the routes of basic road infrastructure. The highest indicator of the number of apartments per 1 SqKm of the city area, illustrating the intensity of development, is recorded in Lublin and Swidnik and in subregional cities - on average 816 apartments per 1 SqKm, the lowest intensity indicators occur in sublocal cities with a low number of inhabitants and fluctuate within 25- 65 apartments / SqKm. Only in 6 cities the migration balance in 2018 was positive (Tyszowce, Jozefow, Frampol, Rejowiec Fabryczny, Urzedow, Ostrow Lubelski). The lowest migration balance in 2018 occurred in Zamosc (-440 people) and Chelm (-477 people).

Check-ins mainly related to the rural area direction - only 6 cities predominated the check-ins (Siedliszcze, Annopol, Urzedow, Kock, Kazimierz Dolny, Naleczow). In another way, in 58% of cities rural regions dominated among the check outs. In 35 cities, the balance of city and village migration was negative, i.e. more people checked out of the city into the village than they checked in from the village.

Depopulation:

Depopulation applies to almost all cities in the voivodship, including, most of all Lublin, Chelm, Pulawy and Zamosc. The reason for the depopulation of cities is primarily economic emigration, suburbanisation and aging of society.

Education:

In 2018, 370,000 people in the Lubelskie Voivodeship had higher education, which is 22% of the economically active population in the region and placed the region in 9th position in the country. 81% of people with higher education were professionally active - this share is comparable in all regions, while at the country level it is 80%.

Development barriers for the scientific and research base were: poor financial condition of the scientific and research sector; low market orientation of the university's research and development activity; low participation of regional universities in national and international research projects and cooperation networks; low level of entrepreneurship development in the high technology sector - 0.19 entities / 1000 inhabitants (67.9% of the average value of the country's cities); low interest of companies in cooperation with the regional research and development base and business environment institutions; poor development of financial markets in support of innovation, especially of risk capital.

Entrepreneurship development barriers:

In 2018, there were almost 181,000 companies in the Lubelskie Voivodeship, 62% of which were based in cities. The most, as much as 25% of enterprises, are in Lublin. Compared to 2017, the number of companies in the region increased by 3,440, while in 17 cities this balance is negative, with the largest decrease for companies in Zamosc (156). Among the sub-regional cities, only in Biala Podlaska did the number of enterprises increase. Most companies in the Lubelskie Voivodeship are micro enterprises (88% - 97%). There are 27 companies employing over 1,000 employees in 8 cities (Bilgoraj, Krasnik, Lukow, Pulawy, Deblin, Swidnik, Chelm, Lublin - 15 companies). In 4 cities the number of companies employing from 250 to 999 employees has changed (Krasnik, Lukow, Lublin, Opole Lubelskie), only in one case growing (Krasnik). The number of companies employing from 50 to 249 employees changed in 19 cities, to increase only in 5 cities (Krasnik, Lukow, Pulawy, Radzyn Podlaski, Biala Podlaska). In relation to medium-sized enterprises, changes occurred in 31 cities, but only in 10 their number increased. It should be noted that the abovementioned increases in the sector of medium and large enterprises were of individual character in individual cities. Barriers for

entrepreneurship development are limited transport accessibility (road and rail); low level of concentration and diversification of the economic base; poor availability of qualified employees or management staff with appropriate qualifications, insufficient supply of attractive investment areas.

Urban transport and communication failure:

There are 2,461 km of public transport lines in the Lublin region, which, per capita, places the region in 12th position in the country. In terms of the number of buses, the region ranks 11th. In 2018, the number of passenger transport amounted to almost 129 million people, which is the 10th result in the country overall. Public transport operates in 6 cities of the Voivodeship: Lublin, Biala Podlaska, Zamosc, Chelm, Pulawy, and Krasnik. The condition of public transport rolling stock in the cities of the voivodship is characterized by a high degree of decapitalization. Modern intelligent transport systems (ITS) are used only on a small scale.

Ideas for building public transport systems in the functional areas of subregional cities are still in the design phase. Systems combining individual and public transport in cities (e.g. Park and Ride; Bike and Ride) are in the initial phase of implementation - in 2018 there were 2 such parking lots. Insufficiently developed road and street system in cities, which limits possibilities of using the privileged position of public transport vehicles in road traffic, is also a barrier to the development of urban transport (in 2018, the length of bus lanes in the region was 4.8 km).

It should be noted that public and private activity is and will be affected by COVID-19 pandemic. Large part of SMEs sector and public transport suffer from loss of clients. The situation in economy will affect also public incomes. Investment part of the budget will be revised, as tax revenues will decrease and more money will be spent on health care or social care. It is a challenge to support local authorities, especially the small ones, to keep them on the development path.

2. BRIEF CHARACTERIZATION OF THE POLICY INSTRUMENT ADDRESSED AND OTHER EXISTING POLICY / STRATEGIC INSTRUMENTS

2.1. Description and main general characteristics of the Instrument

Policies addressed and territorial context (Policy Instruments)[15]

No	Name	Responsible Body Name	Country
1	Plurirregional Operational Program for Sustainable Growth 2014-2020	Ministry of Finance and Public Service. General Direction of European Funds. Sub general Direction of EFDR Management	ES
2	ROP ERDF 2014-2020 - Axis VI "URBAN"	TUSCANY REGION – Unit Managing Authority of the ROP ERDF	IT
3	Integrated Urban Development Strategy	Alba Iulia Municipality	RO
4	Regional Urban Policy for Lubelskie Voivodeship	Lubelskie Voivodeship	PL
5	Integrated territorial investments	Ministry of regional development CZ	CZ
6	Operational Programme Competitiveness and Sustainable Development	Directorate General for European Programmes, Coordination and Development (DG EPCD)	CY
7	Bretagne ERDF Operational Program 2014 - 2020 41/5000 Priority Axis 3 Energy Transition	Bretagne Regional Council - Europe and ERDF1 Direction	FR
8	Operational Programme ''Growth and Employment''	Ministry of Environmental Protection and Regional Development of the Republic of Latvia	LV

The 2014-2020 regulatory provisions to EU Cohesion policy gave Member States new opportunities to use ESIF for sustainable urban development and other territorial strategies, particularly using Integrated Territorial Investment. Since EU Cohesion Policy 2014–2020 is aimed at the support of endogenous potential of a given city, region and countries, the main attention was paid to functional links and not existing administrative borders.

2.2. National models of ITI implementation

- **Implementation model agreed on a national level and imposed on regional solutions**
- **Institutional capacity (two models)**
- **Financing structures**
- **Thematic areas**

[15] It includes all EU appropriate financial instruments applicable, like the CLLD – Community-led local development refered to Chapter II, articles 32-35 of REG (EU) 1303/2013 of 17.12.2013

In compliance with article 15 of the General Regulation (Regulation (EU) No 1303/2013 of the European Parliament and of the Council of 17 December 2013) the Partnership Agreement includes information concerning territorial integrated approach together with specific rules on identifying urban areas where sustainable urban integrated actions are to be implemented. Therefore, each Member State (including Poland) while drafting its Partnership Agreement had to present proposals on how to implement ITI. Additionally in July 2013, the Ministry of Regional Development accepted a document „Rules of implementing Integrated Territorial Investments in Poland" that became guidelines for preparation and implementation of ITI in Poland. The document specified a list of conditions obligatory for ITI implementation:

- Institutionalized form of partnership (ITI Authority);
- Preparation of ITI Strategy;
- Adequate institutional capacity;
- Signing agreement concerning ITI implementation in the voivodship (regional level) between ITI and the ROP Managing Authority (ROP MA);
- Including specific provisions in the Regional Operational Programme (ROP) fulfilling criteria of the EC and compliant with the Partnership Agreement provisions;
- Reserving funds for a regional ITI from a basic ROP allocation.

The Act dated 11 July 2014 on rules of implementing the Cohesion Policy programme financed in the financial perspective 2014-2020 ("Implementation Act") in article 30 identified basic rules of ITI implementation in Poland, specifying provisions of the Partnership Agreement.
Poland adopted very ambitious conditions specifying which areas and with what allocations will be designed as obligatory ITI in Poland. Moreover, the Ministry accepted the following objectives for ITI implementation:

- ❑ Promoting a partnership co-operation model in urban functional areas
- ❑ Implementation of integrated projects meeting in a complex way needs and problems of urban areas
- ❑ Increasing influence of urban functional areas on implementation of the Cohesion Policy

In compliance with the Partnership Agreement ITI in the financial perspective 2014-2020 is obligatory for the voivodship cities and their functional areas. ITI implementation area was specified on a national level based on a document „Criteria of urban functional areas delimitation in voivodship centres". It was assumed that ITI would be suitable for areas including a voivodship city, other cities and towns from a functional area together with reaming communes located within a functional area. At least half of the said entities had

to be involved in preparing and implementing ITI. The final delimitation of ITIs differs partially from the one identified by the Ministry – part of functional areas was enlarged while others were limited. The significant element influencing all modification of implementation areas was a history of a previous institutional co-operation of communes and cities which was a case in few Polish regions.

One of the obligatory conditions for ITI implementation was adequate institutional capacity. Two different models were accepted – creation of an independent association and a partnership based on agreement between all parties involved (i.e. city or cities and communes from a functional area). The latter case meant organization of dedicated structures within the municipality and the voivodship city being the Leader of such partnership. The association model seems to be permanent and the agreement model as the mostly focused on access to the European funding.

The European Commission does not specify which thematic areas should be covered by integrated approach – flexibility in that respect seems to be a right approach. The Polish guidelines are also in line with such attitude and they do not specify thematic areas, however „preferred" areas were mentioned in the guidelines. The obligatory conditions were a need for integrating and complementarity together with a requirement to execute projects in at least two thematic areas. It was assumed that implementation of integrated projects meant added value and would bring benefits which are unachievable without co-operation. The guidelines presented potential co-operation areas:

- Development of sustainable, efficient transport joining a city with its functional area
- Regaining socio-economic functions for degraded urban functional areas
- Improvement of environment with urban functional area
- Supporting urban Energy efficiency and promoting low carbon strategies
- Strengthening development of symbolic functions creating international character and supraregional importance of urban functional area together with improvement of access to and quality of public services within the whole functional area
- Strengthening research, technological development and innovation.

In practice majority of investments focused on public transport, Energy efficiency, social infrastructure, environmental projects and construction of bike routes. Some of ITIs included also support for entrepreneurs or support in creation of investment areas.

2.3. A role of ITI Intermediate Body in implementing Cohesion Policy (particularly ROPs)

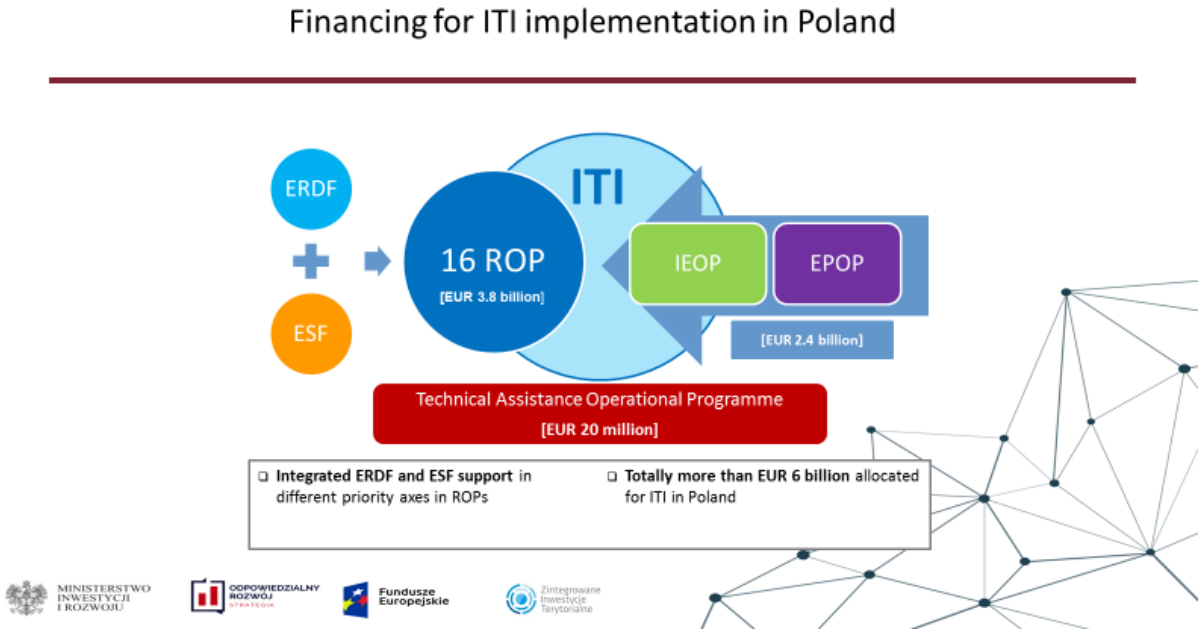
- **Obligatory Intermediate Body**
- **A scope of tasks entrusted by MA to IB**
- **Financing involved institutions**

The obligation of setting up Intermediate Body results directly from European regulations – art. 7 par. 4 of ERDF Regulation says *„cities, sub-regional or local bodies responsible for implementing sustainable urban strategies ("urban authorities") shall be responsible for tasks relating, at least, to the selection of operations"* and therefore intermediate bodies were created (taking tasks that lay in the sphere of managing authorities). At national level ITIs authorities were assigned tasks of Intermediate Bodies both for ERDF and ESF. Such attitude rose several questions and doubts because it did not derive directly from EU regulations. Nevertheless, decision was made at a national level to unify and standardize ITI's implementation system. Some of ITI authorities had a minimum role of selecting whether operation follows the ITI strategy (strategic assessment – checking if an operation is in line with the general objectives of ITI strategy), only few conducted also assessment based on general eligibility criteria. The necessity of appointing intermediate bodies and entrusting them with some tasks seemed to be unnecessary in many cases and unwanted by urban authorities. The solution based on including projects in the strategy which then get European funding seems satisfactory for both urban authority (a real influence on choice of the projects and operations) and managing authorities that do not have to include additional institution in the complicated system of EU implementation. Besides majority urban authorities are not ready to accept full responsibility for spending a part of EU allocation from operational programmes i.e. full assessment of proposals, verification of how EU funds are spent and all control systems. Therefore, changing requirements for ITI setup in the proposals of a new financial perspective 2021-2027 (lack of obligatory requirement for intermediate bodies) is a good solution allowing for eliminating unnecessary burdens.

Functioning of ITI Authorities was secured via funds of Technical Assistance Operational Programme which was managed and implemented at a national level. Therefore a unique situation occurred where managing authorities at a regional level had to co-operate with institutions (ITIs) and shared responsibility for timely and result-focused spending of regional allocation of EU funding while they had no real measures on controlling ITI institutions due to lack of possibility to use financial constraint measures. The positive aspect of such solution was not burdening technical assistance at regional levels with financing another institution in the system.

Projects and operations included in ITI strategies were financed from operational programmes – specific allocations were included in regional operational programmes which was specified in the Partnership Agreement and additional means could be obtained in national programmes (such as Infrastructure and Environment Operational

Programme). The following diagram illustrates how the financing system of ITIs was organized in Poland (IEOP stands for Infrastructure and Environment Operational Programme and EOPO stands for Eastern Poland Operational Programme):



2.4. National and regional strategic documents

1. **Strategy for Responsible Development**
2. **Regional Development Strategy**
3. **Regional Urban Policy**

Strategy for Responsible Development (national level)

A new management model specified in the Strategy concerning the main development processes in Poland identified cities as one of areas where territorial concentration of development challenges occurs. Many cities and towns due to high concentration of socio-economic factors which negatively affect development dynamics do not use their development possibilities and often do not recognize them. Their resources are not fully acknowledged and therefore lots of potential and opportunities are missed.

According to the Strategy the biggest development problems of the Polish cities are (among others):

1. Effects of technological and organisational changes in industry,
2. Negligence in housing and technical infrastructure,

3. Social problems, i.e. unemployment, social pathologies, dissolution of social and family links, work migrations,
4. Air pollution resulting out of old heat sources (with low level fuels for heating housing facilities),
5. Suburbanization and related uncontrolled urban sprawl.

Taking into consideration those identified urban problems, together with prospects concerning EU regional policy amendments and new development challenges for national development policy, the Strategy showed a need to more adequately adjust regional policy to potentials and challenges of different types of functional areas.
The support for urban areas should secure sustainable development therefore it is crucial to undertake activities that will boost not only metropolis but also other cities, with particular attention applied to subregional cities which could become development locomotives for its functional areas and whole subregions.

Regional Development Strategy 2014-2020 (with a perspective to 2030)

The Regional Strategy is the most important document that identifies development objectives, specifies directions of activities undertaken at a regional level and governs all other documents prepared at a regional level, such as sector strategies, operational programmes, Regional Innovation Strategy, spatial plan and any other development plans. It is in line with related European and national strategies (such as for example National Strategy for Regional Development).
The provisions of the Regional Strategy provide acceleration of the development of the region's major cities. Besides it is the cities and importance of their role that is specified among the region's strengths:

- Lublin as a potential metropolitan centre with supraregional functions
- High-level academic and research institutions in Lublin and Pulawy (Life Sciences, some Agricultural, Medical and Veterinary Science)
- Potential for tourism: Lublin, the Pulawy-Naleczow-Kazimierz Dolny triangle and Zamosc
- Relatively large area with high-quality agricultural production
- Local centres with robust business activity (e.g. Bilgoraj)
- Enterprises with considerable growth potential (e.d. Pulawy, Bilgoraj, Swidnik, Lublin).

One of the strategic development goals identified in the Strategy is increasing urbanization of the region which is translated into following operational objectives:

- Developing Lublin's metropolitan functions
- Supporting supralocal functions of cities
- Improving Lublin's connections with metropolitan areas in Poland and abroad.

Taking into consideration the above, Strategic Intervention Areas (SIA) were defined in the strategy where interventions should be concentrated to maximize development results and where growth poles should emerge what would positively influence neighbouring areas and give them development impulses. SIAs should focus on existing potentials and transform them into competitive advantages. Sustainable use of resources is the main way of securing long-term growth therefore building a wide co-operation schemes is crucial.

Two of SIAs were solely focused on urban areas – Lublin Metropolitan Area and Subregional Cities. In both cases areas were defined with specific criteria for boundary delimitation and the main objectives for support were presented. In the case of Lublin, they focused among others on improving transport links, developing scientific and cultural institutions and conducting revitalization. Subregional cities should also focus on their transport links, carry out revitalization and mostly use their indigenous potential.

Regional Urban Policy

The document is specification and widening of the provisions of the Regional Strategy and focuses on urban development. It emphasizes the role of cities showing their diversity, similar and different problems, potentials and opportunities. It categorizes cities showing their potential development paths. The policy was prepared using a participatory approach and concentrated on using all available resources in cities and towns. Local self-governments actively participated in preparation of the documents. Therefore, better recognition of potentials was possible together with apt identification development chances and barriers and also ways of overcoming the latter. Due to a complex character of socio-economic problems in urban areas, the proposals of specific and individualized solutions and support mechanisms were presented.
Hence the Regional Urban Policy is a coordination tool of a wide spectrum of activities aimed at strengthening urban centres implemented at a regional level as a part of pro-development activities executed by the region's authorities and other public sector entities on both a regional and local level.

As the aforementioned the region's cities were characterized in the following manner:

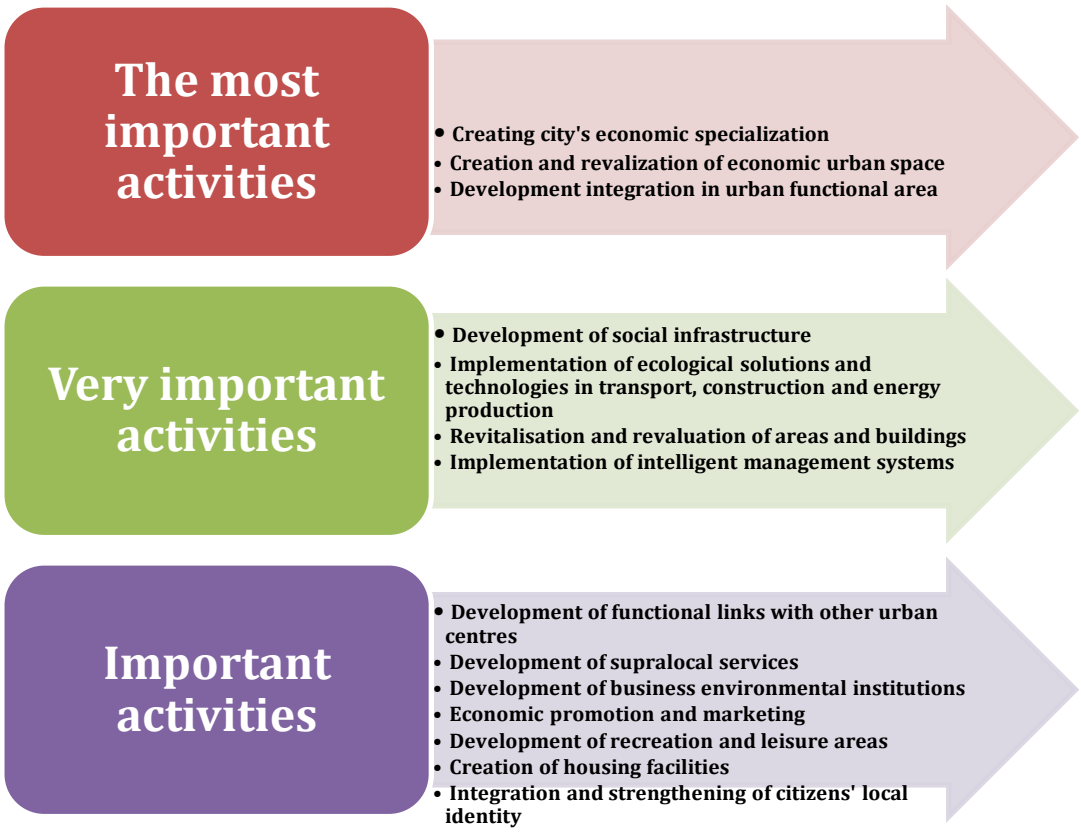
- metropolitan centre for strengthening international and national functions: Lublin,
- subregional centres: Biala Podlaska, Chelm, Pulawy and Zamosc,
- local centres:
  - participating in the development of Lublin's metropolitan functions: Swidnik,
  - playing an important role as a centre for public sector functions: Bilgoraj, Hrubieszow, Janow Lubelski, Krasnystaw, Krasnik, Lubartow, Leczna, Lukow,

Miedzyrzec Podlaski, Opole Lubelskie, Parczew, Radzyn Podlaski, Ryki, Tomaszow Lubelski, Wlodawa,

- remaining towns:
  - supporting a diffusion of metropolitan potential: Piaski, Bychawa, Belzyce,
  - identified for strengthening national and regional specialized functions: Kazimierz Dolny, Zwierzyniec, Nałeczow, Krasnobrod, Deblin, Szczebrzeszyn, Terespol, Poniatowa, Rejowiec Fabryczny,
  - concentration of basic functions and development of supralocal specialized functions: Annopol, Jozefow nad Wisłą, Kock, Modliborzyce, Ostrow Lubelski, Stoczek Lukowski, Laszczow, Urzedow, Tyszowce, Tarnogrod, Frampol.

The regional policy identifies special packages of activities for different types of towns and cities. These activities are ranked showing their importance in relation to development possibilities of each kind of city or town. Activities chosen for subregional cities:

SUBREGIONAL CITIES



2.5. ITI implementation in the region

- **Provisions in the Regional Operational Programme**
- **Process of projects identification**
- **Implementation of projects**

Regional Operational Programme

Obligatory elements of the programme are set out in the Articles 24 and 87 of the Common Provisions Regulation. Section 4 presents a description of the integrated approach to territorial development (having regard to the Partnership Agreement) and includes information of the main territorial development needs and bottlenecks to be addressed. Detailed information concerning support for sustainable urban development - Article 87 (3) (b) CPR and Article 7 (2) and (3) of ERDF Regulation - is also presented with an allocation which is broken down into ERDF and ESF.

Additional information is also presented for the approach to the use of Integrated Territorial Investment (ITI) (as defined in Article 99 of the Common Provisions Regulation) other than urban development undertaken under Article 7 (2) of the ERDF Regulation and their indicative financial allocation from each priority axis. This is a part where ITIs are presented based on integrated strategies but no intermediate bodies are set up. In this case allocation is divided into funds and per each priority axes.

Taking into consideration the above parts of the template, provisions in all regulations, strategic documents on a national and regional level together with extensive works conducted with representatives of major urban centres (Lublin and four subregional cities: Biala Podlaska, Chełm, Pulawy and Zamosc), the Managing Authority (the Board of the Lubelskie Voivodship plays the role of the Managing Authority for Regional Operational Programme for the Lubelskie Voividship for years 2014-2020) decided to use possibility of introducing additional ITI tool in the region (apart from the mandatory specified in the Partnership Agreement referring to Lublin Functional Area) which focused on subregional cities. After consultations with representatives of these cities, the decision was made to construct territorial plans without setting up intermediate bodies (lack of a human potential, unnecessary burden, complicated procedures, no real added value etc.) that would be based on article 36 of the CPR.

Therefore, ROP included information on ITI based on article 7 with specification of Lublin Functional Area (information on ITI Partnership with names of involved entities), the general objective of implementation and the scope of tasks entrusted to ITI Authority. The allocation in the first version of the ROP was the same as in the Partnership Agreement (the first ROP version dated 12 February 2015 - above EUR 105 million where ERDF was around EUR 93 million and ESF around EUR 12 million) and then additional funds from basic ROP allocation were added (ROP version dated 3 April 2020 – total

allocation of EUR 123 million where ERDF is EUR 107 million and ESF is EUR 16 million). Transparent project selection criteria together with non-discriminatory criteria are important part of the whole process.

Tab. ROP allocation for ITI in the Lublin Functional Area

Fund	Indicative amount of the ERDF support for sustainable urban integrated actions under Article 7(2) and the indicative allocation of ESF support for integrated actions	Share of column 2 of the total allocation of the Fund to the operational programme
ROP 12 February 2015		
Total ERDF	93 330 393	5.82 %
Total ESF	12 075 539	1.92 %
TOTAL ERDF+ESF	**105 405 932**	**4.72 %**
ROP 3 April 2020		
Total ERDF	107 270 543	6.69 %
Total ESF	16 124 622	2.57 %
TOTAL ERDF+ESF	**123 395 165**	**5.53 %**

Four subregional cities would be the ones implementing ITIs based on article 36 of CPR – their interventions were called as Strategic Territorial Investments. No managing tasks concerning EU funds were entrusted to these cities. The planned intervention was to strengthen diversified supralocal functions and suing internal potentials, extending internal and external functional links, complex revitalization and improving access to basic public services. Therefore, intervention would focus on, among others activating economic activity, support of SMEs development, environment improvement and climate change adaptation.

Tab. ROP allocation for subregional cities

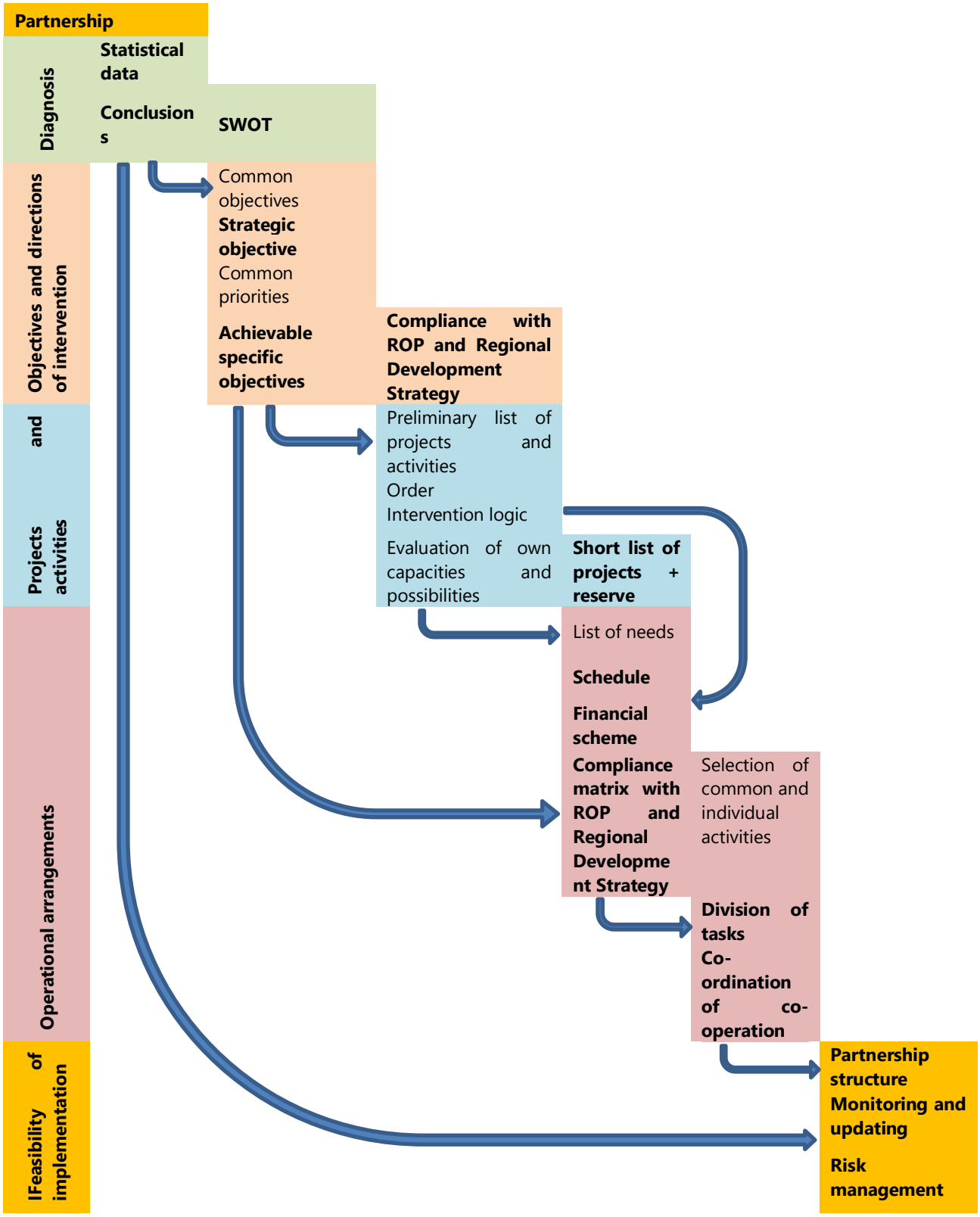
Priority Axis	Fund	Estimated allocation (EUR) – Version dated 12 February 2015	Estimated allocation (EUR) – Version dated 3 April 2020
2 Digital Lubelskie	ERDF	160 000.00	1 304 754.00
3 Competitiveness of enterprises	ERDF	32 710 000.00	6 335 595.00
4 Environment-friendly energy	ERDF	220 000.00	
5 Energy efficiency and low carbon economy	ERDF	12 910 000.00	12 366 447.00
6 Environment protection and efficient use of resources	ERDF	1 070 000.00	
7 Protection of cultural and natural heritage	ERDF	6 350 000.00	15 725 625.00

9 Labour market	ESF	1 350 000.00	740 599.00
10 Adaptability of enterprises and employers to changes	ESF	1 110 000.00	
11 Social inclusion	ESF	2 830 000.00	319 495.00
12 Education, qualifications and competences	ESF	1 477 000.00	
13 Social infrastructure (including urban regeneration)	ERDF	3 020 000.00	11 373 428.00
Total		**63 207 000.00**	**48 165 943.00**

Process of projects identification

Works in the regions concerning ITI implementation started in 2012 – three years before ROP acceptance by the Commission. The following logic was accepted – the urban authority should decide about the structure necessary for preparation and implementation of ITI. Such a structure could have a form of partnership with a leading role of a city or it could be a special purpose entity for implementation of specific ITI. Additionally, urban authorities should decide about projects that would be in line with specific and general objectives. The Managing Authority accepted a rule that ITI projects are to meet ITI objectives specified in some sort of strategic documents and therefore no specific types of projects should be identified by MA as those that could be implemented via such territorial instrument.

Implementation of ITIs in voivodship cities was more precisely regulated on a national level but implementation on a regional level in subregional cities followed the above logic which is in accordance with a multilevel governance rule. The Managing Authority prepared a special guideline for preparation of territorial plans which specified a logic as following:


Partnership
Diagnosis
Statistical data
Conclusions
SWOT
Objectives and directions of intervention
Common objectives
Strategic objective
Common priorities
Achievable specific objectives
Compliance with ROP and Regional Development Strategy
Projects and activities
Preliminary list of projects and activities
Order
Intervention logic
Evaluation of own capacities and possibilities
Short list of projects + reserve
Operational arrangements
List of needs
Schedule
Financial scheme
Compliance matrix with ROP and Regional Development Strategy
Selection of common and individual activities
Division of tasks
Co-ordination of co-operation
IFeasibility of implementation
Partnership structure
Monitoring and updating
Risk management

Implementation of projects

There are two separate ways how ITI is implemented in the region. The first ITI covers Lublin and its functional area and must be in compliance with European and national regulations connected with art. 7 of ERDF Regulation. Therefore, there is Intermediate Body set, official way of accepting ITI Strategy by the national and regional level, criteria for projects selection accepted by the Monitoring Committee and full monitoring system which focuses on indicators identified in the programme and the strategy.
Subregional ITIs (referred to as STIs) are solely based on art. 36 of the Common Regulation Provisions – the only mandatory requirements was preparation of Strategic Territorial Plan which was assessed on the regional level (Jaspers experts provided their consultancy expertise while such a document was prepared by the city of Zamosc). Therefore, no official structures were necessary and whole process was based on actual needs of urban authorities to implement integrated projects.

ITI of Lublin Functional Area

ITI Strategy is a document presenting a coherent set of different activities aimed at long-term improvement of social, economic, environmental and demographic conditions of the functional urban area. It specified objectives, development directions, co-operation rules and the important activities and planned undertakings.

The overall objective is:

- Improvement of social, economic and spatial cohesion in the Lublin Functional Area.
- The development objectives were defined as:
- Increasing quality and accessibility of education, labour market, social inclusion and innovativeness in the Lublin Functional Area.
- Increase of transport mobility, low-carbon economy together with preservation and promoting natural heritage in the Lublin Functional Area.
- Acceleration of sustainable development through spatial and social revitalisation using information and communication technology in the Lublin Functional Area.

The Strategy includes strategic projects (co-financed from ERDF and implemented in a non-competitive mode) which are line with the above objectives and will contribute to sustainable development of the whole area.

Name of the project	Estimated Total cost	Priority Axes of ROP LV	Partners	Short description
E-communes in the Lublin Functional Area	EUR 1 million	Digital Lubelskie	4	Introduction of new services available on-line, digitialization of documents

Name of the project	Estimated Total cost	Priority Axes of ROP LV	Partners	Short description
Mobile Lublin Functional Area	EUR 21 million	Energy efficiency and low carbon economy	12	Construction of transport hubs, park & ride lots, bike routes, buses for public transport, enery-efficient lighting
Construction, modernization of bus stops and transport hubs integrated with other transport means within the Lublin Functional Area	EUR 9.5 million	Energy efficiency and low carbon economy	City of Lublin	Construction of transport hubs, park & ride lots, bike routes, buses for public transport
Integrated Transport Hub for the Lublin Functional Area	EUR 44.8 million	Energy efficiency and low carbon economy	City of Lublin	Construction of the biggest transport hub in the Lublin Functional Area and in the whole area, next to existing railway station
Environmental revitalisation of the People's Park located within the vicinity of the Integrated Transport Hub	EUR 2 million	Protection of cultural and natural heritage	City of Lublin	Revitalisation of the already existing park which is located in the close vicinity to planned integrated hub and close to the river Bystrzyca; currently area a little abandoned
Green Lublin Functional Area	EUR 5 million	Protection of cultural and natural heritage	5	Revitalisation of green areas in chosen communes being a part of the Lublin Functional Area; bike infrastructure, recreational facilities etc.
Optimization of transport connections between express road s17/12 and the Airport through construction of Kusocinskiego street	EUR 6 million	Regional mobility and ecological transport	Swidnik	Construction of a road
Improvement of spatial, social and cultural cohesion of the Lublin Functional Area through revitalisation	EUR 7.8 million	Social infrastructure	9	Revitalisation activities in several communes being a part of the Lublin Functional Area: creation of social infrastructure, creation of new premises for economic activities

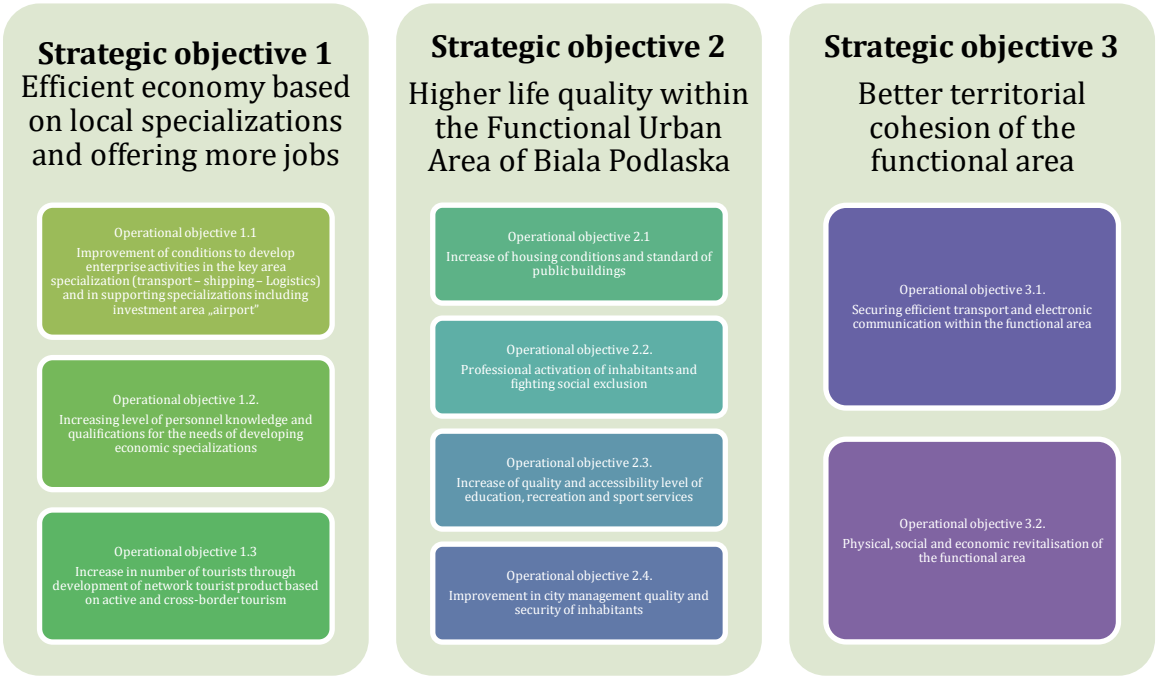
Name of the project	Estimated Total cost	Priority Axes of ROP LV	Partners	Short description
Revitalization of the part of the Lublin city centre.	EUR 13.5 million	Social infrastructure	City of Lublin	Revitalisation of the main square in the city of Lublin

Strategic Terrritorial Investments in subregional cities

STIs are implemented in four subregional cities: Biala Podlaska, Chelm, Pulawy and Zamosc. As mentioned previously they are identified as strategic intervention areas in the regional development strategy and their development is crucial for the whole region. Therefore, the decision was made to make a pilotage with integrated investments there. Each had to prepare its strategic document with the list of integrated projects that would be implemented in a non-competitive mode. In some cases, the list projects changed completely due to financial constraints, change of the vision or other reasons. Results of such integrated intervention will still have to be evaluated because majority of projects have not been completed yet thus their results are not fully visible.

Biala Podlaska

STI implementation was based on operational plan strictly connected with the Integrated Development Strategy of Biala Podlaska Functional Area for years 2015-2020 (until 2030) and it was a specification of the above document prepared by two entities – the city of Biala Podlaska and the commune of Biala Podlaska. Two entities, being aware of their strong functional links, signed co-operation agreement in 2014 in the scope of common development policy.
The operational plan lists strategic and operational objectives which the projects are aligned with.



Name of the project	Estimated Total cost	Priority Axes of ROP LV	Short description
Digitalization of collection of the Southern Podlasie Museum in Biala Podlaska	EUR 0.2 million	Digital Lubelskie	Digitalization of collection of the museum located in Biala Podlaska to make it available to different groups, securing access to the works' results
Construction of integrated and sustainable mobility system within the Functional Urban Area	EUR 6.5 million	Energy efficiency and low carbon economy	Purchase of bus stock, development of information system, construction of bus bays, construction of bike routes in the functional urban area with necessary infrastructure. The project implemented with the commune.
Energy-efficient lighting system with the Functional Urban Area – stage 1	EUR 0.3 million	Energy efficiency and low carbon economy	Construction and modernization of Energy efficient city lighting.
Revalorisation and modernization of the Castle and Palace Complex in Biala Podlaska	EUR 5 million	Protection of cultural and natural heritage	Construction works with historical buildings – a seat of the museum, adaptation of unused rooms and purchase of necessary equipment,

Name of the project	Estimated Total cost	Priority Axes of ROP LV	Short description
			development of green areas, reconstruction of internal transport system, reconstruction of amphitheatre.
Using environmental qualities of Krzna river valley for educational and touristic purposes	EUR 3.6 million	Protection of cultural and natural heritage	Creation of bike and walking route for educational and environmental purposes as a form of presenting environmental virtues of the river valley, construction of observation towers and development of surrounding areas
Repair and modernization of buildings at revitalisation area of Biala Podlaska for social services	EUR 5 million	Social infrastructure	Thorough modernization of buildings fro the needs of Family Support Centre, kindergarten and for implementation of other social and commercial services.

Chełm

The territorial plan was designed to allow its partners (the city of Chelm, communes Chelm and Kamien) to implement initiatives that will positively influence socio-economic situation of Chelm Functional Area. The believe was that due to common development projects partners would achieve much better results compared to individual execution of projects. The plan provided that common effort in organizing co-operation of all partners would serve execution of strategic objectives that would not be possible without for each partner separately.

Two objectives were identified:

Supporting development and increase of competitive position of FUA

- Includes activities which execution is to cause that the FUA would develop its potential what would translate into increased income of inhabitants, entrepreners and self-governements, increase in efficiency of attracting investors and starting postive migration trends

Active and modern society

- Includes activities in education, civil involvement, sport and recreation, cultural, social assistance and health protection and public safety

Name of the project	Estimated Total cost	Priority Axes of ROP LV	Short description
Digitalization of the Municipality and implementation of public services for inhabitants of Chelm	EUR 1.7 million	Digital Lubelskie	Digitalization works for introducing e-services for inhabitants.
Chelm Economic Activity Centre	EUR 9.75 million	Competitiveness of enterprises	Development of investment areas, creation of Chelm Economic Activity Centre, increase of transport access of investment areas, professionalization of services rendered for investors
Construction of low-carbon transport system in the Chelm Functional Area	EUR 4.15 million	Energy efficiency and low carbon economy	The project implemented in partnership with other communes, aimed at decrease of negative public transport impact on environment. The objectives are decrease of CO2 coming from vehicles with FUA and development of bike infrastructure that would also be connected with supraregional East Bike Route Green Velo.
Chelm Creativity Chain	EUR 3.75 million	Protection of cultural and natural heritage	Modernization works in amphitheatre and creation of conditions to undertake creative activities there; development of surrounding areas
Adjusting education to labour market – equipping vocational and continuing	EUR 1.3 million	Social infrastructure	Modernization works of existing educational infrastructure, particularly development of vocational training workshops and

Name of the project	Estimated Total cost	Priority Axes of ROP LV	Short description
schools of the City of Chelm			other practice rooms. Purchase of necessary equipment.
Revitalisation of Luczkowski Square together with historic cellars in Chelm	EUR 4.16 million	Social infrastructure	Revitalisation of the main square in Chelm – creation of universal public space as a place for meetings, leisure, generation integration and economic activity.

Pulawy

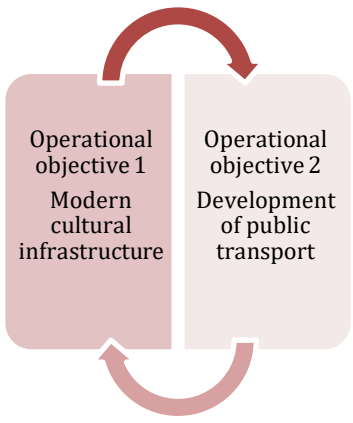
Based on common activities specified in the Development Strategy of the Pulawy Functional Area for years 2014-2020, the city of Pulawy together with 5 neighbouring communes signed agreement for preparation and execution of the common undertaking which was focused on securing access to high quality cultural services to inhabitants of FUA. Therefore, communes being within FUA recognized a necessity to implement some projects in a common way because only such attitude would bring better and more sustainable results. Common activities were focused on culture and public transport.

Objectives of integrated project

The main objective of the project „Securing access to high quality cultural services for inhabitants of the Pulawy Functional Area" was:

Increasing quality of life of inhabitants of the Pulawy Functional Area through improving access to high quality cultural services and public transport

The overall objective was to be achieved via the following operational objectives:



Name of the project	Estimated Total cost	Priority Axes of ROP LV	Short description
Development of sustainable transport joining Pulawy and its functional area	EUR 6.25 million	Energy efficiency and low carbon economy	Improvement of public transport system which will include among others, purchase of new buses, construction of bus stops,

Name of the project	Estimated Total cost	Priority Axes of ROP LV	Short description
			photovoltaic panels for buses, information points etc.
Redevelopment of Pulawy Cultural Centre in order to increase active participation of society in culture	EUR 5.25 million	Protection of cultural and natural heritage	Modernization works which allow organizing new events, exhibitions etc. Modern technical equipment backup will enable organization of events at the highest level without additional costs.
Redevelopment of Pulawy Cultural Centre into media library	EUR 6.25 million	Protection of cultural and natural heritage	The Municipal Library in Pulawy is the biggest public library in the Pulawy poviat, with the most attractive collection and the biggest offer in the region. There are more 13 000 readers per year. The media library will join functions resulting out of traditional library and electronic one at the same time playing a role of information and cultural centre. There will be hot desks, access to Internet, music points, games consoles etc.

Zamość

The overall objective of integrated project was:

Increase of investment attractiveness of the City and commune leading to creation of new jobs

The overall objective will be achieved through implementation of the following operational objectives:

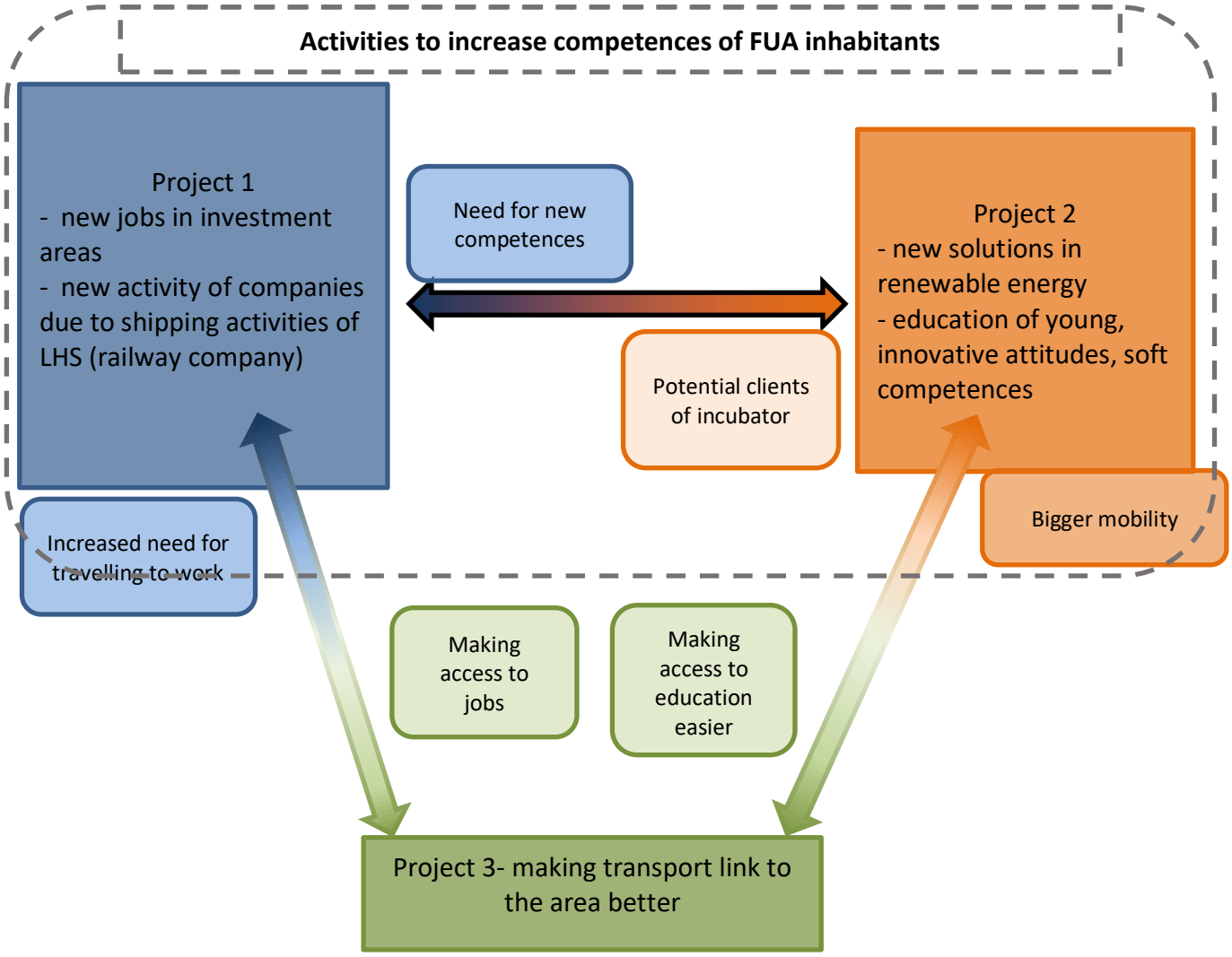
Operational objective 1: Development of investment areas

Operational objective 2: Secured support for new and developing companies

Operational objective 3: Secured accessibility of developing enterprising area.

The diagram presented herein shows how particular projects related to one another and what kind of linkages were built to give the most efficient development results. The

project was to address one of the biggest challenges which was creating jobs and supporting economy growth.



However, due to several difficulties that particularly the city had to face, the initial idea on integrated investment was changed and only two projects are still implemented within the framework of STI.

Name of the project	Estimated Total cost	Priority Axes of ROP LV	Short description
Construction of sustainable public transport system in the City of Zamosc, Zamosc commune and other surrounding communes	EUR 4 million	Energy efficiency and low carbon economy	Modernization of IT system, construction of transport hub, purchase of bus stock
Revitalisaton of the Old Town in Zamosc	EUR 5 million	Social infrastructure	Support for services and facilitating processes for local entrepreners that focus their activities on a tourist potential will speed up development processes for FUA. Creation of Integration and Education Club together with Professional Development Club that will offer different types of social and professional activity forms. Activities aimed at raising qualifications in the form of professional trainings and language courses will be supplementary.

3. GOOD PRACTICES

3.1. In the field of green growth and eco-innovation

	Examples of good practices in the valorisation of green growth and eco-innovation			
Topic / Project / Action	**Number of partners**	**Total cost of the project (€)**	**Impact results16**	**Territory concerned**
Environmental Regeneration of the People's Park in Lublin located in the vicinity of the Integrated Transport Hub of the Lublin Functional Area	**1**	**EUR 10 M**	**Bike infrastructure** **Educational campaign** **Special facilities for disabled** **Tourist and recreational facilities**	**The project is implemented within the city of Lublin however due to its proximity to the future transport hub (currently railway station) it will influence, and it will be used by people from the whole functional area.**

The People's Park was founded in the 50s and due to problems with a drainage system it has not been widely used in the recent years. The current project aims at protection of ecosystems existing in the park, improvement of water systems, counteracting further degradation of green areas and creating pro-ecological attitudes in a society. Most of all, the project will make the park available again to different visitors coming from Lublin, its functional area and tourists.

The park is rebuilt and several new facilities appea, such as: information boards, educational routes, playgrounds and disabled facilities. Keeping a big green area in the city is one of the actions aimed at implementing actions against climate change.

Interesting solutions are introduced concerning water systems. The water park is constructed with didactic garden of water plants that includes species protected in Poland. Moreover, information boards have been installed that display information about

[16] Impact results = Results expected and those really verified at the end.

different water plants that exist in or near Bystyrzyca river. Another attraction is an educational route showing different stages of tree and stone existence.

The project is thematically connected with another project implemented under ITI tool which is called Green Lublin Functional Area which focuses on development of green infrastructures (parks, gardens etc.) in communes surrounding Lublin.

Photos Lublin City Hall