



European Investment Bank (EIB)

Luxembourg, 15/11/2021

Environmental and Social Completion Sheet (ESCS)

Overview

Project Name:	A6 ALMERE MOTORWAY PPP
Project Number:	2015-0004
Country:	Netherlands
Project Description:	The project comprises upgrade and operation of a section of the Dutch A6 motorway near Almere. It is a 23-year DBFM (design, build, finance and maintain) PPP concession for the upgrade and widening of A6 motorway from 2x2 to 2x4 lanes and the provision of weaving lanes in certain sections between Almere Havendreef and Almere Buiten-Oost along some 13.6 km, including demolition and replacement of the Almere Haven interchange and adaptation of other interchanges and structures to the widening. The promoter of the project is Rijkswaterstaat (RWS) - Department of Public Works within the Dutch Ministry of Infrastructure and Water Management. The contractor/concessionaire is a consortium of Dura Vermeer Divisie Infra BV and BESIX NV.

Summary of Environmental and Social Assessment at Completion

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

Compliance with applicable environmental legislation:

The Project fell under the requirements of Annex I of the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU and was subject to a full EIA including public consultation. The legal framework encompassed the procedures for the preparation of an Environmental Impact Assessment (MER in the Dutch acronym) in accordance with Directive 97/11/EC amending the EIA directive 85/337/EEC at the time when EIA for the project was prepared. The Birds Directive (2009/147/EC) and Habitats Directive (92/43/EEC) are incorporated into Dutch law, through the "Natuurbeschermings wet".

Environmental and social impact assessment (ESIA) including public consultation (encompassing the complete SAA road corridor in which the project is included) was undertaken between 2006 and 2008, and an environmental impact statement (Milieu effect rapportage - MER) was issued in 2011.

The project alignment, preliminary design and the project approval process were defined and carried out in line with applicable national environmental legislation, mirroring the EU acquis.

Environmental Impacts and Corrective and Mitigating Measures:

The project does not cross any Natura 2000 sites, but is located relatively close to two of them: NL 9802035 (VR) Eemmeer & Gooimeer Zuidoever (2.6 km) and NL9802054 (VR) Oostvaardersplassen (1.8 km). According to the assessments carried out, a significant impact on these protected areas is unlikely and this was confirmed in the approval of the



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Environmental Impact Assessment (MER) and Route Decision (Tracé Besluit, TB) in 2012. The Route Decision was successively amended to reflect minor changes to the project, which did not impede on the environment. The last version available was issued on the 7 March 2017.

Formal declaration on the assessment under Article 6 of the Habitats Directive (“The Form A” - no significant effect), required by the EIB as a condition for financing the project, was issued on 5 June 2018 by the Province of Utrecht. The project was not expected to have significant effects on a site of nature conservation importance due to the existing distance between the project and the nearest Natura 2000 area – Botshol and due to the type of activities involved. The indirect effects, notably noise and air pollution were also considered, they were subject to the assessment commissioned by the RWS.

A zoning permit compliant with the TB was issued by the Municipality of Almere. Ecological corridors were provided for Fauna, aiming to avoid defragmentation of habitats. Particular measures to prevent impacts to protected species during construction were implemented: the construction programme did not impact on the breeding season; harmful construction materials were avoided and lighting disturbance was minimised. As part of the project, 668 trees were planted.

Social impacts:

The upgraded and new infrastructure improves accessibility in the area and reduces emissions due to congestions. The project integrates road and bicycle infrastructure with public transport (rail and bus), aiming at maximising the benefits for society. Dedicated soft mobility infrastructure was built as part of the project. The project did not entail involuntary resettlement of people. Four road safety audits were carried out as part of the project in compliance with the principles of the EU Road Infrastructure Safety Directive 2008/96/EC.

Public Consultation and Stakeholder Engagement: Public consultation (PC) documents were made available at the RWS’s “Platform Participatie” website and summaries were published by the EIB. The Project Information Memorandum was published for public consultation (PC) by the RWS in January 2005 for 4 weeks. Comments from stakeholders were summarised in the “inspraaknota” (December 2005) and considered for the Route Memorandum and MER. An additional round of PC took place when the project variants were proposed (2006). The Route Memorandum and MER were finalised and subject to PC for 8 weeks in 2007 (involving public hearings and consultation to the municipalities, regional public bodies, provinces, social organisations, interest groups and water management bodies). The draft Route Decision (TB) was disclosed in 2008, following which a final TB was issued in March 2011 and an appeal period started. The TB was amended in September 2011 and subject to PC. The TB became irrevocable on 4 January 2012. Due to some additional modifications in the technical characteristics of the overall road corridor in which the project is included at RWS request, the 2012 TB was amended in 2014. According to RWS, such amendment was then irrevocable and resulted in minor changes in project design. The project encompasses a large number of stakeholders (including Rijkswaterstaat - the body within the Dutch Ministry of Infrastructure and Environment responsible for development and maintenance of national infrastructure -, Municipalities, Provinces, Water and Road Districts, ProRail (rail infrastructure manager), TenneT (energy provider), Gasunie (gas provider), Water Authorities and Special interest groups).

Construction works started on 4 April 2017 as planned and were achieved by 8 July 2019 when the road opened to the traffic. The works were accelerated on the promoter’s request and finalized 4 months ahead of schedule. The concession runs from 15 November 2019 until 14 November 2039.



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Other Environmental and Social Aspects:

The Concessionaire has been responsible for Environmental Management of the project under the supervision of the competent authority. Specific E&S monitoring arrangements and the potential identification E&S performance indicators were developed and applied by the concessionaire.

Summary opinion of Environmental and Social aspects at completion:

Based on reports from the promoter and inputs provided by Lenders' Supervisors during Construction, the EIB is of the opinion that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal. This also includes confirmation that final design of the project did not have any impact on any archaeological sites.