



Luxembourg, 15 December 2023

## Environmental and Social Completion Sheet (ESCS)

### Overview

Project Name:	SEALOCK IJMUIDEN
Project Number:	2014-0092
Country:	THE NETHERLANDS
Project Description:	The project consisted of the construction and operation of a new sea lock in the North Sea access channel to the Port of Amsterdam. The project formed a key link in the core TEN-T network. The lock will replace the existing <i>Noordersluis</i> constructed in 1929 which came to the end of its life. The lock is larger than the existing lock and improves the maritime access to the Port of Amsterdam.

### Summary of Environmental and Social Assessment at Completion

#### The EIB notes the following environmental and social performance and key outcomes at project completion:

At the time of appraisal and as a condition prior to the first disbursement, the Bank required a copy of the final project approval and documentary evidence issued by the Competent Nature Conservation Authority and satisfactory to the Bank, that the requirements of the Habitats Directive 92/43/EEC have been fulfilled. Furthermore, undertakings on the exemptions under the Flora and Fauna Act and the ESMP were included by the Bank in the Finance Contract. These were met.

In relation to the project's environmental performance, the following is noted:

The increased salinity issue, which was already identified as part of the EIA approved by the Dutch Authorities prior to the start of the project, required certain measures to be adopted.

To this end, the Client Authority (Rijkswaterstaat, RWS) and the lock operator, Port of Amsterdam, considered necessary to adjust the lock passage regime in IJmuiden to reduce saltwater intrusion from the North Sea Canal into the Amsterdam Rhine Canal. Therefore, Port of Amsterdam started the optimisation of the passage process from 26 July 2018 (the new Sea Lock IJmuiden was still being constructed at that time) onwards. This implies that the operator strives to carry out each lock passage with as full a lock as possible and restrict the filling of empty locks where possible. To optimise the lock passages, Port of Amsterdam alternates between using the new Sea Lock IJmuiden and the (old) Northern Lock.

Furthermore, the Promoter has informed to the Bank that additional measures are currently being considered, such as the construction of a selective abstraction facility which would fall outside the EIB project scope.

In relation to the *rietorchis* habitat in the project area, no specific measures were taken, other than the measures initially foreseen. The Promoter has not received any indications that this habitat is more threatened by the increased salinity issue.

Based on the Design, Build, Finance and Maintain Agreement and the laws and regulations in force at the time of tendering, the Promoter assumed that the soil to be dredged could be directly transported to the available dumping sites in the North Sea. In other words, no per- and polyfluorinated substances (PFAS) issue was identified at the time of producing the EIA report.



Luxembourg, 15 December 2023

However, during the construction phase, research into the sediment revealed that this soil was contaminated with PFAS. On 15 July 2019, the Promoter informed RWS that PFAS has been found in the project area. In accordance with the Dutch Government's guidelines, RWS and the Promoter made agreements about the disposal of the contaminated soil. As a result, 60,000 m<sup>3</sup> of PFAS-containing dredging sludge were transported to an RWS storage depot and the remaining 110,000 m<sup>3</sup> of PFAS-containing soil (with a lower concentration of PFAS-contamination) were transported to the sea.

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

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