Environmental and Social Data Sheet

Overview

Project Name:	A9 GAASPERDAMMERWEG MOTORWAY PPP
Project Number:	20130183
Country:	NETHERLANDS
Project Description:	This project includes the upgrade and widening of the A9 motorway in the Netherlands, running through the Municipality of Amsterdam, between junction Holendrecht and crossing Gaasp. The A9 is located in the SAA corridor (Schiphol – Amsterdam – Almere) and this project is the third to be tendered as part of the SAA capacity enlargement programme. This project is part of the TEN-T network.
EIA required:	yes
Project included in Carbon Footprint Exercise[1]:	no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project was identified in 2000 and included in the Mobility Policy Document of Rijkswaterstaat in 2004, predating the application of SEA Directive (2011/92/EU). The project includes the upgrade and widening of about 8 km of the A9 motorway, part of the SAA corridor (Schiphol – Amsterdam – Almere) and therefore falls into Annex II of the EIA EU Directive 2011/92/EU where competent authority decides on a case-by-case basis whether a full EIA, including public consultation has to be carried out or not. This project has been screened in.

The competent authority approved the Environmental Impact Assessment (MER in the Dutch Acronym) as reflected in the Tracé Besluit (Infrastructure Decree), issued on 21.03.2011. After a consultation and appeal period, the Tracé Besluit (TB SAA) became irrevocable on 4.01.2012. Due to some modifications in the technical characteristics of the roads included in the SAA corridor, the TB SAA 2011 has been amended by the TB SAA 2013, approved on 21.03.2013. TB SAA 2013's appeal session was held on the 27 September with no complaints. The TB SAA 2013 became irrevocable on 30.10.2013.

The project is located in a densely populated urban area and following an appropriate assessment according to art. 6 (3) of Directive 92/43/ECC, the competent authority confirmed that the project will not have significant negative effects on any site of natura conservation importance, including Natura 2000 areas. Form A has been provided to the Bank confirming this fact.

The project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable. At operation stage the major impacts will be connected to noise and pollution and road use generated waste. However the project should bring about environmental benefits as it should decrease local traffic-related emissions thanks to the improvement of traffic conditions. Furthermore, the project comprises the construction of a about 3 km tunnel (Gaasperdammertunnel) including a park on top of it, cycle and pedestrian tracks as well as public transport infrastructure which will contribute to sustainable mobility. In sections not affected by the tunnel, noise barriers will be constructed to guarantee that noise levels are under legal thresholds. The park on the top of the tunnel will be the biggest in Amsterdam and it will contribute to reduce segregation, integrating urban areas in both sides of the existing motorway.

The institutional capacity of the public promoter to manage the environmental issues is deemed high and the one from the private promoter is expected to be appropriate, considering the consortia involved in the tender process. Therefore, the project is acceptable for the Bank in environmental and social terms.

[1] Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO2e/year absolute (gross) or 20,000 tons CO2e/year relative (net) – both increases and savings.

Environmental and Social Assessment

Environmental Assessment

The transposition of SEA into Dutch legislation, into the Environmental Management Act and Environmental Impact Assessment Decree took place on 28 September 2006. Such legal framework also encompasses the procedures for the preparation of an Environmental Impact Assessment (MER in the Dutch acronym) in accordance with EU EIA Directive 2011/92/EU. The Birds directive (79/409/EEC) and Habitats directive (92/43/EEC) are incorporated into Dutch law, through the "Natuurbeschermings wet". The project alignment, preliminary design and the project approval process have been defined and carried out in line with applicable national environmental legislation, mirroring EU law.

The road crosses straight through Amsterdam Zuidoost, a populous area with 80,000 inhabitants. The area also houses a number of large businesses and institutions such as the Zigo Dome, Amsterdam Arena and the AMC Hospital. The competent authority for Natura 2000 areas is the Ministry of Infrastructure and Environment which, following an appropriate assessment according to art. 6 (3) of Directive 92/43/ECC, issued the Form A on the 30.01.2013, confirming that the project will not have significant negative effects on a site of natura conservation importance, including Natura 2000 areas.

The project will have an impact on the environment both during construction and operation. At construction stage, the project will increase noise levels, and will impact water and air quality. The project is located in an area of poor soil conditions subject to subsidence. Unacceptable settlement will be prevented by using light embankment materials and particular construction techniques. Adequate mitigating measures have been considered in the designs such as drainage systems, management of earthworks, waste, and landfills and reparation of the vegetation damaged with local species. Trees will be protected in appropriate manner and tree clearance will be conducted outside the nesting season. Design and implementation will take place in continuous consultation with water authorities. Moreover, the project comprises the Gaasperdammerweg tunnel, a 3 km land tunnel with a roof a few meters above surface level. Its south wall will be built as a dike replacing the existing one in Gaasperdammer. The project is located below sea level however the construction of the south wall of the tunnel as part of the dike system in the area will guarantee no major impact on climate change. There are no archaeological sites reported in the vicinity of the project. The project's impact at the construction stage will be short-lived and reversible, at a level which is deemed acceptable.

At operation stage the major impacts will be connected to noise and pollution and road use generated waste however the project should bring about environmental benefits as it should decrease local traffic-related emissions thanks to the improvement of traffic conditions. Detailed noise studies have been performed and sound barriers and other measures (such as protection of existing buildings and noise reduction pavement) have been proposed. Furthermore, the biggest green park in Amsterdam will be built on the top of the Gaasperdammer tunnel contributing to integrate urban areas in both sides of the existing motorway and to mitigate noise impact in the affected area. Crossings for animals are included in the designs and native species resistant to urban pollution have been proposed for plantings. Direct run-off from road surface to surface water areas will be prevented. The use of a very open asphalt concrete will allow for more water infiltration and purification through the drainage system and no long-term effect on groundwater flows is expected. The project also includes cycle and pedestrian tracks as well as public transport infrastructure for buses, metro and train which will contribute to sustainable mobility.

The above-mentioned measures are considered sufficient.

Social Assessment, where applicable

The project planning has integrated road infrastructure and public transport (rail, metro and bus), aiming to maximise the benefits for society. The project will contribute to urban regeneration through the park on the top of the Gaasperdammer tunnel, which plans for the lay-out were defined in collaboration with Amsterdam council.

The project will not entail involuntary resettlement of people and up to date, no major complains regarding land acquisitions were raised during the public consultation phase. Overall, social impact will be positive.

Public Consultation and Stakeholder Engagement, where required

A Project Information Memorandum was published for public consultation (PC) by RWS in Jan-2005 for 4 weeks. The Rijkswaterstaat (RWS) is the body within the Dutch Ministry of Infrastructure and Environment responsible for the development and maintenance of the main infrastructure facilities in the Netherlands including the national road network.

Comments from stakeholders were summarised in the "inspraaknota" (Dec-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 (RD) was disclosed in 2008, following which a final RD "Tracé Besluit SAA 2011" (TB SAA 2011) was issued in March 2011 and an appeal period started. The TB SAA 2011 relates to the modification of existing road and intersections in the SAA corridor (Schiphol–Amsterdam–Almere), which include among others the A9. TB SAA 2011 was amended in September 2011 and subject to PC. The amendment was due to some changes in the number and location of noise barriers, the design of an intersection in the A1 (Muiderberg) and the change in the configuration of the Gaasperdammer tunnel in order to adjust it to the reversible lane which required a segregated tube within the tunnel. These changes did not lead to significant negative effects on Natura 2000 areas and therefore additional mitigation or compensating measures to the ones proposed in the TB SAA 2011 were not necessary. TB SAA 2011 became irrevocable on 4 January 2012.

Due to some additional modifications in the technical characteristics of the roads included in the SAA corridor mainly regarding noise barriers, bicycle and pedestrian tracks and location of the TB SAA 2011 has been amended by the TB SAA 2013, approved on 21 March 2013. The TB SAA 2013 establishes that the Ministry of Infrastructure and Environment should perform a survey focusing on noise levels one year after operation. Additional noise compensating measures will have to be introduced in case noise levels do not meet legal thresholds.

At time of the appraisal, four appeals had been received (2 for A1/A6 and 2 for A9 Gaasperdammerweg), mainly regarding additional noise barriers. The TB SAA 2013's appeal discussion's session was held on the 27 September with no complaints. The TB SAA 2013 became irrevocable on the 30 October 2013.

Other Environmental and Social Aspects

The Minister of Infrastructure and Environment will, in accordance with Article 7.39 of the Environmental Law, perform an evaluation of the environmental impact of the project.

The evaluation will focus on potential effects of the project and possible additional mitigation or compensating measures. The period over which the evaluation extends starts from the moment when construction starts until three years after operation of the road. Before the work starts and where references have not been established in the EIA reports or TB SAA 2011 and 2013, an environmental baseline will be defined, which will act as a reference for the future environmental monitoring surveys.

Road Safety is expected to improve. In Gaasperdammer tunnel flexible bollards are included in the designs to separate certain traffic lines.