Luxembourg, 03 February 2016

Environmental and Social Data Sheet

Overview

Project Name:	A6 ALMERE MOTORWAY PPP
Project Number:	2015 0004
Country:	Netherlands

Project Description: The project is a construction + 20-year DBFM (design, build, finance and maintain) PPP concession for the upgrade and widening of A6 road 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.

EIA required:	yes
Project included in Carbon Footprint Exercise:	no

Environmental and Social Assessment

Strategic Environmental Assessment (SEA Directive): The transposition of SEA Directive (2011/92/EU) into Dutch legislation took place in the Environmental Management Act and Environmental Impact Assessment Decree of 28 September 2006. The Project was identified in 2000 and included in the Mobility Policy Document of Rijkswaterstaat (RWS, the body within the Dutch Ministry of Infrastructure and Environment responsible for development and maintenance of national infrastructure and Project Promoter) in 2004, predating the application of SEA Directive.

Environmental Assessment

Compliance with applicable environmental legislation: The Dutch Environmental Management Act and Environmental Impact Assessment Decree took place on 28 September 2006. The legal framework encompasses the procedures for the preparation of an Environmental Impact Assessment (MER in the Dutch acronym) in accordance with EU EIA Directive (97/11/EEC). 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 Project falls under the requirements of Annex I of the EU Directive 97/11 on environmental impact assessment and has been subject to a full EIA including public consultation.

Environmental Impacts and Corrective and Mitigating Measures:

- Soil: some areas of the project road could be subject to subsidence. Unacceptable settlement will be prevented by using light embankment materials and particular construction techniques. Soil pollution, if detected in the project area, will be either hydraulically isolated or cleaned up.
- Groundwater: no long-term effect on groundwater flows is expected. Sheet piling will not be implemented in areas of high underground water table, to minimise the impact of underground structures in these flows.
- Surface water: some water areas will be filled by the project. Compensatory open water areas will be provided. Run-off rainwater will be collected and diverted outside the groundwater catchment areas. Direct run-off from road surface to surface water

areas will be prevented. The use of very porous asphalt concrete layers will allow for more water infiltration and filtering through the drainage system. Design and implementation will take place in continuous consultation with water management bodies.

- Fauna and Flora: the project does not cross any Natura 2000 sites, but is 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 Environmental Impact Assessment (MER) and Route Decision (Tracé Besluit, TB) in 2012. Furthermore, RWS has confirmed that the amendments that were made to the TB in 2013 and 2014 are outside the A6 project area (as the TB encompasses a larger road corridor). Furthermore, no material changes in the project design are expected from the pending zoning permit to be issued by the Municipality of Almere, which shall comply with the TB. This permit is currently underway and should become irrevocable in approximately 6 months. The Bank has nevertheless requested a signature condition of loan to confirm the lack of impact in Natura 2000 of the project's final design as per the final TB. Ecological corridors will be provided for Fauna, aiming to avoid defragmentation of habitats. Particular measures to prevent impacts to protected species during construction will be developed in the final design: construction programme will not influence the breeding season and will consider the favourable period for amphibians; harmful construction materials will be avoided and lighting disturbance will be minimised.
- Archaeology: early surveys should minimise disruption to archaeological sites. Unexpected findings will be excavated, researched and findings will be published.
- Landscape: visual impact will be addressed by standard compensating measures such as planting and a design of the road profile to integrate it on the landscape. The final design shall include a landscape plan.
- Noise: The project will result in increased noise levels along the route. Detailed noise studies have been performed. The provision of sound barriers and noise-reduction asphalt (ZOAB in the Dutch acronym) in key locations and other measures (such as protection of existing buildings) have been proposed.
- Social: the project will have a positive influence on traffic flows and safety. Particular safety requirements have been considered for pedestrian traffic. The project planning has integrated road and bicycle infrastructure with public transport (rail and bus), aiming at maximising the benefits for society. The project will not entail involuntary resettlement of people. Overall, social impact will be positive as travel times will be reduced, the underlying road and cycling infrastructure will be improved, road safety will be enhanced and abatement measures will keep noise within acceptable levels in populated areas along the alignment.
- Biodiversity issues: the project is not expected to have a negative impact in biodiversity.
- Climate change mitigation: no specific measures are directly foreseen for the project, although they are implicit in the design as the project is located in a polder area.
- Environmental sustainability: the tender evaluation criteria of the project include a criterion to assess environmental sustainability. The objective is to assess and rate the environmental sustainability of the proposed project and of the contractors. For this purpose, the contractors should obtain a certificate, in which they are rated based (among other factors) on the CO_2 emissions that they produce. The proposed project (technical solution), will also be assessed and rated based on the technologies and materials that are proposed for the project (such as asphalt types, solar panels, etc.

Public Consultation and Stakeholder Engagement: public consultation documents have not been made available to the Bank, but summaries are available at the RWS's websites: http://www.platformparticipatie.nl/projecten/alle-projecten/projectenlijst/saa/tracebesluit-2011/documenten-2011/ and : http://www.platformparticipatie.nl/projecten/alle-projecten/projectenlijst/saa/tracebesluit-2014/documenten-2014/index.aspx

A Project Information Memorandum was published for public consultation (PC) by RWS in Jan-2005 for 4 weeks. 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 (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 is now irrevocable and results 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. In this project, appropriate liaison and management of stakeholders is one of the key aspects of project management and a detailed stakeholder management plan will be requested from bidders as part of the overall risk management plan for the project.

Other Environmental and Social Aspects: The Concessionaire will be responsible for Environmental Management of the project under the supervision of the competent authority and as set out in the project's environmental management plan. Specific E&S monitoring arrangements and the potential identification E&S performance indicators will take place once such environmental management plans are developed by the concessionaire.

Conclusions and Recommendations

The following condition shall be satisfied before signature of EIB finance contract:

- A formal declaration, acceptable to the Bank, on the assessment carried out under Article 6 of the Habitats Directive (92/43/EEC) and the outcome on this assessment, duly signed by the competent environmental authority (Form A/B or equivalent) for the latest changes in the route decision of 2014 and for those potential project amendments stemming from the zoning permit in the Weerwater area, shall be provided to the Bank. .

Subject to the above condition, the project is acceptable for EIB financing from an Environmental and Social standpoint.