

Environmental and Social Data Sheet

Overview

Project Name: A1 A6 motorway PPP

Project Number: 2011 0328

Country: Netherlands

Project Description:

The project includes the upgrade and widening of some 21 km of A1 and A6 motorways, linking the second high capacity ring road of Amsterdam and the city of Almere. Design speed is 120 km/h. The project includes widening of the main trunk road (2x3 and 2x4 to 2x5 lanes) and of rush hour lanes, a new bus lane, new interchanges and interchange rearrangements, a new aqueduct crossing and upgrade and construction of relevant bridge structures.

EIA required: YES

Project included in Carbon Footprint Exercise: YES

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

Environment: 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 proposed Project falls under the requirements of Annex II of the EU Directive 97/11 on environmental impact assessment. The Project has however been screened in by the Competent Authority and has been subject to a full EIA including public consultation.

The Project crosses the Natura 2000 sites of Naardermeer (Special Protection Area (SPA) NL 2000012 and SCI NL-30000061) and Markermeer & IJmeer (Special Protection Area NL 9803029) and is close to Gouwzee en Kustzone Muiden (Site of Community Interest (SCI) NL-2003017). All these sites host protected species. According to the appropriate assessments carried out, the Project is unlikely to have a significant impact on these protected areas. Nevertheless mitigation measures have been proposed. The competent Authority confirmed these assessments in the approval of the Environmental Impact Assessment (MER in the Dutch Acronym) as reflected in the Tracé Besluit (Infrastructure Decree), issued on 21 March 2011. After a consultation and appeal period, the Tracé Besluit became irrevocable on 4 January 2012.

The public promoter will be required to certify compliance with the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC), through the appropriate opinion (Form A/B) being issued by the Competent Authority before signature. Subject to this condition, the Project is acceptable for the Bank in environmental terms.

Environmental and Social Assessment

Compliance with Legislation: 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 (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.

Environmental Impacts and Corrective and Mitigating Measures:

- Soil: the project road 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. Soil pollution 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.
- 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 a very open asphalt concrete will allow for more water infiltration and purification through the drainage system. Design and implementation will take place in continuous consultation with water management bodies.
- Weirs: the construction of the aqueduct will be done in accordance with the 'Polder principle' with sufficient retaining height at both entries.
- Fauna and Flora: The project will impact several natural habitats protected at EU and national level. Two Natura 2000 sites will be crossed by the project. The main impacts on these are the increase in noise level at Naardermeer, for which the provision of noise reduction asphalt is foreseen along some 2.2 km of road and at Markermeer-IJmeer, where some 2 km of noise barriers are foreseen. A total of 89 ha of environmentally nationally protected areas ("EHS areas" of Kromslootpark, Almeerderhout, Beginbos) will be impacted by the project and will be compensated by the acquisition and development of 133 ha near the ecological corridor at Oostvaarderswold. Particular measures to prevent impact to protected species during construction will be developed in the final design. Construction will only take place outside the breeding season and during the favourable period for amphibians. Harmful construction materials will be avoided and lighting disturbance 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. 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. Sound barriers 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 private road infrastructure and public transport (rail and bus), aiming to maximise the benefits for society. The project will not entail involuntary resettlement of people. Overall, social impact will be positive.

Public consultation and disclosure: 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 (RD) was disclosed in 2008, following which a final RD (*Tracé Besluit*) was issued in March 2011 and an appeal period started. RD was amended in September 2011 and subject to PC. The RD became irrevocable on 4 January 2012.

EIB Carbon Footprint Exercise: the project will result in an average yearly increase in CO₂ emissions (relative emissions) of some 50 kT compared to a do nothing scenario, and a footprint of the project (absolute emissions) of some 270 kT of CO₂ per year. The EIB loan will cover a maximum of 15% of total investment outlays. Prorated to this amount, emissions will be 40.5 kT of CO₂e/yr (absolute) and -7.5 kT of CO₂e/yr (relative).