

Environmental and Social Data Sheet

Overview

Project Name: **BLANKENBURG TUNNEL PPP**
Project Number: 2016-0690
Country: *Netherlands*

Project Description: The Project is a 20-year Design, Build, Finance and Maintain (DBFM), availability-based PPP concession for the construction of a new 5km A24 motorway link between the existing A15 and A20 motorways and crossing the Rotterdam port main channel, the widening of the A20 from 2x2 to 2x3 lanes over 6 km and the refurbishment of the A15 over 5km.

EIA required: yes
Project included in Carbon Footprint Exercise¹: yes

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 included in the 2009 Rotterdam Masterplan and defined in more detail in 2010. The Project has followed the local regulations in place that transpose the SEA Directive.

Environmental Assessment

Compliance with applicable environmental legislation:

The Dutch Environmental Management Act and Environmental Impact Assessment Decree was approved 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". This Dutch environmental law has been taken into account in the definition of the project alignment, preliminary design and the project approval process followed. 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 consultations.

The draft Environmental Impact Assessment was approved in 2015, and then went through a 6-week period of public consultation for comments and recommendations. In 2016, the process to issue the Infrastructure Decree Blankenburgverbinding (Tracébesluit) began. The consultation process where people have a say and can appeal to the project is not over yet, so issues linked to Natura 2000 or to environment in general could still materialize. Final court decision on the latest appeals is expected by the end of 2016, or January 2017.

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.

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The Bank has nevertheless requested the Promoter to provide a confirmation, as stated under Article 6 of the Habitats Directive (92/43/EEC), duly signed by the competent environmental authority, showing the (lack of) impact on Natura 2000 areas of the project's final design as per the latest changes in the Infrastructure Decree (Tracé Besluit, TB).

Environmental Impacts and Corrective and Mitigating Measures:

- Soil pollution: if detected in the project area, it will be either hydraulically isolated or cleaned up.
- Groundwater: no long-term effect on groundwater flows is expected.
- Surface water: 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.
- Fauna and Flora: the project does not impact any Natura 2000 sites nearby the new road sections. However, there are indirect impacts such as Nitrogen deposits which could indirectly impact the further away site of 'Solleveld & Kapittelduinen'. The Environmental Impact Assessment () lists the impact as minor compared to the without project scenario. There is also some impact on the site 'Oude-Maas', but it is considered a limited impact.
- 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 with the landscape.
- Noise: The project will result in increased noise levels along the route. Detailed noise studies have been performed. The provision of sound barriers 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. The project will not entail involuntary resettlement of people. Overall, social impact will be positive as travel times will be reduced, the underlying road 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.

EIB Carbon Footprint Exercise

The project is included on the following basis:

- Estimated annual third party greenhouse emissions (vehicular use, from existing and generated demand) from the use of the project in a standard year of operation:
 - Forecast absolute (gross) emissions are 256 000 tonnes of CO₂ equivalent per year; and
- Forecast emissions savings are 30 000 tonnes of CO₂ equivalent per year. The project boundaries are:
 - "Baseline case" – the existing network comprising (i) the existing A15 section between the east of Rozenburg and the Beneluxplein (ii) the existing A20 section between Masassluis and the Kethelplein and (iii) the existing A4 section between the intersections Kethelplein and Beneluxplein.
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- “With project case” - the additional network comprising (i) the widening of the A20 between the Kethelplein and the Boonervliet viaduct near Maassluis and (ii) the new A24 linking the A15 to the east of Rozenburg and the A20 motorways to the west of Vlaardingen.
- The baseline is the forecast third party emissions, in the absence of the project, from the existing network only within the project boundary defined above. The forecasts reflect the Services’ assumptions on traffic, traffic growth, speed flow, infrastructure capacity and fuel consumption. The absolute emissions forecast include both the existing and additional network.
- For the annual accounting purposes of the EIB Carbon Footprint, the project emissions will be prorated according to the EIB lending amount signed in that year, as a proportion of project cost.

Public Consultation and Stakeholder Engagement

Public consultation documents have not been made available to the Bank, but summaries and presentations related to the project are available on the RWS’s website:

<https://www.blankenburgverbinding.nl/Bibliotheek/Documenten/default.aspx#folder=515941>

A Project Information Memorandum was published in 2015 for public consultation (PC) by RWS. Comments from stakeholders were summarised in the “inspraaknota” and considered for the Route Memorandum and MER. The Route Memorandum and MER were finalised and subject to PC for 6 weeks (involving public hearings and consultation with the municipalities, regional public bodies, provinces, social organisations, interest groups and water management bodies). In particular, the following stakeholders have been involved in the consultation process: Municipality of Vlaardingen, Municipality of Rotterdam, Water board of Delfland, Port of Rotterdam Authority, Province of Zuid-Holland, Water board of Hollandse Delta, ProRail and RET (rail infrastructure), Residents and interests groups, Users of roads, waterways and railways, Utility Companies and Rijkswaterstaat West-Netherlands South.

The appropriate liaison and management of stakeholders is one of the key aspects of project management; and for Stage II bid submissions, bidders will have to provide a detailed stakeholder management plan as part of the overall risk management plan for the project.

The draft Infrastructure Decree (TB) was disclosed afterwards, following which a final TB was issued and an appeal period started. The TB was published on March 28th 2016 and open for appeal for six weeks. Eight appeals were received; six of them were not settled and were escalated to court. The verdict concerning those appeals is expected six weeks after the court date (Raad van State) of December 13th 2016. Depending on the verdict, the TB could become irrevocable in Q1 2017.

Other Environmental and Social Aspects

The Concessionaire will be responsible for environmental management of the project under the supervision of the environmental competent authority, dependant on the Ministry of Infrastructure and Environment; 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.

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Conclusions and Recommendations

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

- Confirmation of issuance of the irrevocable Infrastructure Decree (Tracé Besluit)
- 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 Infrastructure Decree (Tracé Besluit) and for those potential project amendments stemming from the court decisions following the appeals issued, shall be provided to the Bank

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

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