

## Public Environmental and Social Data Sheet

### Overview

Project Name:	A9 AMSTERDAM PPP
Project Number:	2018-0098
Country:	Netherlands
Project Description:	The A9 Amsterdam PPP project in the Netherlands concerns the widening from 2x3 to 2x4 lanes of 11km of the A9 motorway between the Badhoevedorp and Holendrecht junctions near Amsterdam. The project will relieve congestion on the current motorway and in the corridor. The A9 Amsterdam project will help increase connectivity and liveability in the wider Amsterdam region.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	yes

### Environmental and Social Assessment

#### Strategic Environmental Assessment (SEA Directive)

The "A9 Amsterdam PPP" Project is the fifth and last PPP-DBFM road scheme included in the Schiphol-Amsterdam-Almere (SAA) transport investment program. The SAA program was designed to improve the corridor between Schiphol airport, the city of Amsterdam and the city of Almere. The program includes the upgrade of a total of 65km of motorways with sections of the A9, A1 and A6 motorways. Works on the SAA program begun in 2012.

The transposition of the SEA Directive (2001/42/EC) into Dutch legislation took place in the Environmental Management Act and Environmental Impact Assessment Decree of 28 September 2006. A report (*Trajectnota MER fase 2 Deel A-I De Hoofdlijnen*) which complies with the above directive has been carried out for the whole Schiphol-Amsterdam-Almere (SAA) programme.

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<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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## Environmental Assessment

### Compliance with applicable environmental legislation:

The Project falls under Annex II of the EU Directive 2011/92/EU. As part of the Schiphol-Amsterdam-Almere programme, a Strategic Environmental Assessment was carried out for the whole project, which was supplemented by a separate EIA for the Badhoevedorp and Holendrecht section for reasons explained below.

The EIA document "*Trajectnota MER fase 2 Deel A-II De effecten in deelgebied 1 (2008)*" specifically describes the impact of the construction of the A9 Badhoevedrop – Holendrecht and mitigation measures to be undertaken. By tender announcement in 2018, a number of changes had been made to the initial project plans. The biggest change in the initial design was the substitution of a tunnel with a sunken section (1.3km long) due to budgetary constraints faced by the Municipality of Amstelveen. As a result of this and other changes, the Promoter revisited the 2008 EIA.

Subsequently, the updated EIA was submitted to the competent authority and approved by the Ministry of Infrastructure and Environment on 7 March 2017 in a document *Tracébesluit Weguitbreiding Schiphol- Amsterdam-Almere (2017), Validatie MER, 7 March 2017*.

The EIA shows no impact on Natura 2000 sites. Provincie Utrecht (authority responsible for the closest Natura 2000 site) has approved the project on the basis that the distance between the project area and the nearest Natura 2000 area – Botshol (4km away), combined with the scope of activities, ensures there are no significant negative effects. The EIA reviewed the effects of noise, air pollution, physical disruption and fragmentation on this area and therefore no appropriate assessment was required.

### Environmental Impacts and mitigating measures

- The road widening will result in increased road capacity. To mitigate the effects of increased traffic, about 1.3km of the road will be constructed as a sunken section. This will reduce the visual impact, the noise and also improve the connectivity of the communities on both sides of the highway.
- Noise pollution: in addition to the sunken section, the project will also construct about 12km of noise barriers to reduce the traffic noise. Moreover, the specification for porous asphalt will result in lower road/tyre noise.
- The Promoter aims to reduce the CO<sub>2</sub> emissions during the construction phase of infrastructure works. The contractors are thus challenged to develop ways to reduce energy use and improve sustainable material usage in their designs.
- The project will result in the felling of a number of trees. In order to meet the environmental requirements, 452 trees will be replanted by the Promoter within 10 years of project completion.
- The EIA also appraised the impact on the project on the habitat of Meadow Birds, and it was concluded that the project will have no impact on the current situation. Additionally, the project will ensure that no work is done during the breeding season and that it will also avoid disturbing nesting birds.
- Specific mitigation measures have been identified to protect both the flight path and habitats occupied by bats (under bridges, certain trees along the road etc.).
- Regarding ground water, the Promoter (RWS) has specified that the sunken sections of the road be made watertight to minimise water ingress and hence the volume of water pumped out of the sunken section to keep dry. This is not only to protect the

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infrastructure but also to maintain a stable water table in the vicinity of the A9 project during its operating phase.

- The Promoter has sunk pilot piles to estimate the level of noise and also ground vibration. The results show that the impact will be unacceptable close to schools. The results have been made available to the bidders to enable bidders find alternative solutions. Currently, it is agreed that no piling will take place close to schools at certain times.

### **EIB Carbon Footprint Exercise**

The project is included on the following basis:

- Estimated annual third party greenhouse emissions from the use of the project in a standard year of operation:
  - Forecast absolute (gross) emissions are 111 000 tonnes of CO2 equivalent per year and
  - Forecast emission savings are 6 000 tonnes of CO2 equivalent per year.
- The project boundaries are:
  - “Baseline case” – the existing of the 2x3 lanes A9 road between Badhoevedorp and Holenrecht
  - “With project case” - the widened to a 2x4 lanes A9 between Badhoevedorp and Holenrecht
- 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 road and the additional lanes.
- 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 has been carried out within the SEA and EIA procedures. The 2017 Tracé Besluit was made available to the public via a web portal which included an interface via which the public could raise queries. Additionally, in the period from 21 March up to and including 2 May 2017, the 2017 Tracé Besluit was available for inspection at the City Hall in Amstelveen and at the Rijkswaterstaat West-Nederland Noord offices in Haarlem. The link to the project portal where the public were engaged is provided below.

<https://bezoekerscentrum.rijkswaterstaat.nl/SchipholAmsterdamAlmere/#.XEXwgsuoy9>  
<https://www.platformparticipatie.nl/projectenlijst/Schiphol-Amsterdam-Almere-weguitbreiding/index.aspx>

At the time of the Bank’s appraisal of the project, there were three pending complaints regarding the project. The complaints have been heard in court and are currently awaiting court decision. The complaints are related to the following issues:

1. The decision to build a sunken section instead of a tunnel

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2. The effects of rerouting traffic in the region of Amstelveen during construction and the impact the congestion would have on local businesses
3. The provision of additional road space will lead to more traffic and degradation of the environment

These complaints are to be resolved before the Tracé Besluit can be made irrevocable. The Bank will ensure that these have been resolved prior to financing this project.

### **Other Environmental and Social Aspects**

The Concessionaire will be responsible for the 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:

- Confirmation from the Promoter that the Infrastructure Decree (*Tracé Besluit*) issued by the competent authority is irrevocable.

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