



## EFSI Operation Scoreboard<sup>1</sup>

<b>PROJECT PRESENTATION</b>	
<b><u>Project name</u></b>	A9 AMSTERDAM PPP
<b><u>Promoter or financial intermediary</u></b>	KONINKRIJK DER NEDERLANDEN
<b><u>Country of implementation</u></b>	The Netherlands
<b><u>Summary project description</u></b>	<p>The project aims to increase the capacity of 11km of the A9 motorway in the Netherlands between junctions Badhoevedorp and Holendrecht by increasing the number of lanes from 2x3 to 2x4 lanes. The project will also reduce the impact of the A9 on communities in the vicinity, primarily with the construction of sound barriers and a 1.3 km sunken section. A number of bridges will also be renovated or replaced as part of the project.</p> <p>The “A9 Amsterdam PPP” Project is the fifth and last Public-Private Partnership (PPP) - Design, Build, Finance and Maintain (DBFM) road scheme included in the Schiphol-Amsterdam-Almere (SAA) transport investment program. The SAA program was designed to improve the corridor between the airport Schiphol, 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. At completion of the SAA program, the section from Badhoevedorp to Almere Buiten-Oost will have been upgraded. As such, the investment on the Badhoevedorp to Holendrecht section is thus required to ensure that investments made on the rest of the sections yield the expected benefits.</p> <p>Rijkswaterstaat is the public Promoter. The project will be procured via a PPP with a private concessionaire under a DBFM arrangement with availability-based payments. The PPP concession is expected to run for 20 years, including an estimated 6-year construction period.</p>

<sup>1</sup> This Scoreboard of indicators reflects the information presented to the EFSI Investment Committee (IC) for its decision on the use of the EU guarantee for this operation. Therefore, the document does not take into account possible developments that could have occurred after this decision. Parts of this document that fall under the exceptions for disclosure defined by the EIB Group Transparency Policy, notably under the articles 5.5 (protection of commercial interests) and 5.6 (protection of the Bank’s internal decision-making process), have been replaced by the symbol [...].

## **PROJECT PILLAR ASSESSMENT**

### **Pillar 1**

Contribution to EU policy	High
<b>EFSI</b>	
Contribution to EFSI	100.00%
EFSI: development of transport infrastructures, and equipment and innovative technologies for transport	100.00%
Projects and horizontal priorities eligible under Regulations (EU) No 1315/2013 and (EU) No 1316/2013	100.00%

### **Pillar 2**

Quality and soundness of the project	Good
1. Growth	[...]
2. Promoter capabilities	[...]
3. Sustainability	[...]
4. Employment	[...]

*This pillar evaluates the quality and soundness of the operation. This pillar is composed of four indicators which include:*

- (i) "Growth" i.e. for example and where relevant the economic rate of return ("ERR"), which considers the project's socioeconomic costs and benefits, including its spillover effects;*
- (ii) "Promoter capabilities" i.e. the capacity of the promoter/intermediary to implement the project and create the expected impact at the [final] beneficiary level;*
- (iii) "Sustainability" i.e. environmental and social sustainability<sup>2</sup>;*
- (iv) "Employment" i.e. the project's direct employment effect.*

### **Pillar 3**

EIB Technical and financial contribution to the project	Moderate
1. Financial contribution	[...]
2. Financial facilitation	[...]
3. Advice	[...]

*This pillar measures the EIB's particular contribution to the project and its financing scheme in the form of financial and non-financial benefits which go beyond what commercial players would normally be able to offer. This dimension of value added is assessed through three indicators:*

- (i) "Financial Contribution" i.e. improving the counterpart's funding terms compared to market sources of finance (interest rate reduction and/or longer lending tenor),*
- (ii) "Financial Facilitation" i.e. helping to attract private financiers (for example through positive signaling effects), promoting synergies in co-financing with other public sources of funds including National Promotional Banks or EU financial instruments,*
- (iii) "Technical Contribution and Advice" i.e. providing advice with a view to optimizing the financing package (financial structuring), or technical advisory services in the form of expert input / knowledge transfer – provided in-house by the EIB or in the form of assignments to external consultants – to facilitate the preparation or implementation of a project.*

<sup>2</sup> For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website.

## **Pillar 4 – Complementary indicators**

### ***Additionality***

The operation aims at upgrading the A9 Amsterdam motorway corridor, running between the Badhoevedorp and Holendrecht junctions near Amsterdam. The motorway is located on the core TEN-T (Trans European Network – Transport) road network and on the North Sea-Baltic corridor. The project will address a number of negative externalities caused by heavy congestion and lack of adequate connections around one of Europe's larger capital cities and economic hubs. Being located on the core TEN-T road network, the project will contribute to the EU and EFSI objective of completing the core TEN-T network and its corridors by 2030. As a centerpiece policy objective for the EU, the TEN-T corridors benefit the wider EU population with an improved and upgraded transport network to ease connectivity and cross-European cooperation.

The project will address the sub-optimal investment situation in financing PPP transport infrastructure in the Netherlands. The infrastructure debt finance market in the Netherlands has financed large infrastructure projects requiring substantial private and public financial support recently. Consequently, the A9 Amsterdam project could potentially face some constraints in securing efficient and sufficient long-term financing on favorable conditions. The project is procured as a PPP through a 14-year project agreement post construction. Banks could however not always be able to provide sufficient long-term financing to projects of this scale on the most favourable terms required by project Sponsors and benefitting the public procuring authority. The project, being one of the largest projects remaining in the Netherlands Motorway PPP Program, hence could face some constraints in securing adequate long-term financing on most favorable terms.

The EIB under EFSI will offer long term financing to all potential bidders for the PPP project. The EIB financing will fall under EIB Special Activity Risk category due to the underlying project risks, related in particular to technical construction and traffic management related risks. The inclusion of cut/cover tunnels, widening/replacement of many bridges/viaducts, together with the requirement to undertake the works while maintaining adequate access to traffic could make the project as being perceived complex and requiring intense project and traffic management.. To mitigate any potential risks, the EIB would not be able to support this project to the same extent and within the same timeframe without EFSI.

The EIB financing will have a strong catalytic effect as the sizable EIB support is expected to function as an anchor loan in the financing package of each bidder, which should facilitate reaching financing close by the winning bidder in a timely matter. However, the EIB will ensure that its own contribution is limited to the necessary level to maximise the added value to the project Sponsors and public authority and also to assist structuring of any private investments from banks or institutional investors.

## Set of indicators related to the macroeconomic environment

### Netherlands - Economic environment

#### Economic Performance

	NL	EU	US	NL
	2017	2017	2017	2001-2007
GDP per capita (EUR, PPS)	38,238	29,900	43,098	37,439
GDP growth (%)	2.2	2.0	1.5	2.1
Potential GDP growth (%)	1.8	1.7	2.2	2.1
Output gap (% of potential GDP)	0.2	-0.19	-0.03	-0.47
Unemployment Rate (%)	4.4	7.3	4.1	4.7
Unemployment Rate (%) - Y/Y change (% points)	-1	-0.9	-0.6	0.09
Bank-interest rates to non-financial corporations (%)	1.2	1.3	2.4	3.8
Bank-interest rates to non-financial corporations (%) - Y/Y change (% points)	-0.04	-0.04	0.4	-0.06
Investment rate (GFCF as % of GDP) - Total	20.3	20.1	19.7	21.3
Investment rate (GFCF as % of GDP) - Public	3.5	2.7	3.2	4.0
Investment rate (GFCF as % of GDP) - Private	16.8	17.3	16.5	17.3

#### General Sector Indicators

	2013	2014	2016	2018	EU (latest available)
Value added in Warehousing and support activities for transportation (% of total)	--	--	--	--	--
Employment in Warehousing and support activities for transportation (% of total)	--	--	--	--	--

#### Road

	2013	2014	2016	2018	EU (latest available)
Persons killed in road accidents per 1000 000 population	33.9	33.8	36.7	--	--
Road infrastructure investment as % of GDP	--	--	--	--	--
Passengers transport by road (Billion passenger-kilometre)	157.1	--	--	--	5,199
Goods transport by road (Billion tonne-kilometre)	72.1	72.3	68.9	--	1,768

#### Transport (General)

	2013	2014	2016	2018	EU (latest available)
Volume of passenger transport relative to GDP (Index 2000=100)	92.7	90.8	--	--	97.9
Volume of freight transport relative to GDP (Index 2000=100)	89.6	89.1	84.8	--	89.7
Share of GHG emissions from transport (% of total GHG emissions)	44.1	44.6	--	--	27.1

- Country average for "GDP per capita (EUR, PPS)" is calculated in real terms

- EU value for "Bank-interest rates to non-financial corporations" corresponds to Euro Area average; Country average is the simple average between 2003 and 2007

- The EU value is displayed as the value in the year that corresponds to the latest value of the indicator in a particular country

### Other indicators<sup>3</sup>

#### Key project characteristics

	Expected at PCR
Start of works	01.12.2019
End of works	31.12.2028
Project investment cost	866.80 MEUR
EIB/EFSD eligible investment mobilised	840.00 MEUR
External EFSD multiplier	2.03
External EIB (non-EFSD) multiplier	
Amount of private financing	351.80 MEUR
Quick start (% of expenditure during 2015-2018)	
Co-financing with national promotional banks	0.00 MEUR
Co-financing with structural funds (ESIF)	0.00 MEUR
Co-financing with other EU instruments (i.e. Horizon 2020, Connecting Europe Facility, etc)	
Energy efficiencies realised	0.00 MWh/a
Climate Action indicator	
Employment during construction - temporary jobs	4,450 person years
Employment during operation - new permanent jobs	0 FTE

<sup>3</sup> For additional information on the EIB's assessment of the project's environmental and social aspects, please refer to the project's Environmental and Social Data Sheet (ESDS) published on the EIB website. The abbreviation PCR stands for Project Completion Report. If applicable, a difference between the amount of Project investment costs and EIB/EFSD eligible investment mobilized might derive from the fluctuation of the underlying exchange rate.