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Witteveen+Bos Raadgevende ingenieurs B.V.  
a.t.t.n. Ms. A. Springer-Rouwette  
P.O. Box 233  
7400 AE DEVENTER  
The Netherlands

**Bestuurskern**  
Progr.dir. Mobiliteit en  
Gebieden  
Projectenpool

Den Haag  
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**Contactpersoon**  
A.A. Kingma  
Bert

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Datum 5 juli 2021  
Betreft Satisfaction statement MIRT (Multi Annual programme  
Infrastructure, Transport and Space) exploration

**Project description**

The Multi Annual programme Infrastructure, Transport and Space (MIRT) foresees following studies for large, national transport infrastructure projects. The Motorway A2 Deil-Vught is a MIRT-project, and is part of the Amsterdam – Maastricht motorway. The route has to do with congestion during rush hours. These are expected to worsen in the future. Because the motorway A2 can be seen as the backbone of the Netherlands, it is important to tackle the bottleneck. For this reason, a study was conducted with the aim of defining a preferred alternative for the Deil-Vught route.

Undersigned, Mr. Bert Kingma, hereby declares on behalf of the client

Client  
Ministry of Infrastructure and Water Management  
Contact person Bert Kingma  
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that the contractor  
Consortium Witteveen+Bos, AT Osborne and Panteia  
Contact person Anke Springer-Rouwette  
P.O, Box 233  
7400 AE Deventer  
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completed the project work listed below to their full satisfaction within the agreed schedule and budget

The consortium Witteveen+Bos, AT Osborne and Panteia supported the Program Team A2 Deil-Vught during the exploration phase of the MIRT (MIRT = Multi Annual programme Infrastructure, Transport and Space) project Motorway A2 Deil-Vught. In the research, assessment and decision-making phase, the consortium, led by Witteveen+Bos, completed the following activities:

- Drawing up of an in-depth analysis report as a basis for the integral design process. This report discusses the values present in the area, the development perspective of the area and the traffic issues on the A2 motorway.
- Defining the framework for the assessment of the solutions in the several phases of the MIRT exploration
- Execution of an integral design process, in which all possible solutions have been identified and afterwards have been filtered (in three steps) to a preferred alternative
- Technical design
- Traffic analysis including traffic modeling (static and dynamic with NRM, FOSIM, and VISSIM)
- Determination of the quantities for the cost estimate
- Research into the future-proofness of the bridges over de Maas
- Environmental impact assessment (EIA) of the 4 promising alternatives. The EIA researched the following themes: traffic (accessibility), traffic safety, nature, noise, air quality, health, sustainability, usage functions, soil, water, climate adaptation, landscape, cultural history, archeology, external safety, flood protection.
- Execution of a social cost-benefit analysis (SCBA)
- Process guidance in the field of Smart Mobility and sustainability
- Stakeholder management, including organizing and supervising participation meetings (both physical and digital) and conducting stakeholder conversations
- Drawing up of a customer requirements specification and associated conversations and advice
- Writing the following main reports: Scoping report for the EIA, Note on the promising alternatives, Environmental Impact Assessment (EIA), draft 'structuurvisie' (a Dutch spatial planning instrument) and the summary report of the MIRT exploration Motorway A2 Deil-Vught, in which the integral assessment of the promising alternatives is explained.
- Composing a digital summary report ([www.a2inbeeld.nl](http://www.a2inbeeld.nl))
- Drafting several GIS maps and visualizations
- Drawing up the note on spatial quality and design
- Supporting the decision-making process by writing public-friendly summaries and decision notes, organizing workshops, and participating in several external support groups and the Steering Committee
- Responding to submitted opinions on the scoping report for the EIA and bundling the opinions and responses in a Note of Reply.
- Responding to the advice of the Netherlands Commission for Environmental Assessment (NCEA) on the scoping report for the EIA and assimilating the advice into the approach for the EIA

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#### Client

The Program Team A2 Deil-Vught, contractually through the Ministry of Infrastructure and Water Management, was the client for this project. In the Program Team A2 Deil-Vught the Ministry of Infrastructure and Water Management, Rijkswaterstaat (the executive department of the ministry), the provinces of Gelderland and Noord-Brabant, the region Rivierenland, and the municipality of 's-Hertogenbosch collaborate to improve the traffic flow on and the accessibility of the motorway A2 between the junctions Deil and Vught. The Program A2 works on measures for the short, medium and long term, as well as rail measures. The MIRT exploration Motorway A2 Deil-Vught focused on the long term solutions for the motorway A2 between the junctions Deil and Vught.

#### Collaboration

The consortium executed these activities in an integral collaboration with the Project Team A2 Deil-Vught. They filled in the collaboration by, for example, a biweekly Project Team meeting, a joint stakeholder management meeting and several integral design and work sessions. Anke Springer-Rouwette represented the consortium in the Project Team meetings.

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#### Project

Project name : MIRT exploration Motorway A2 Deil-Vught (in Dutch: 'MIRT-Verkenning A2 Deil-Vught')

Place of execution : 's-Hertogenbosch (office Rijkswaterstaat Zuid-Nederland), Utrecht (office Witteveen+Bos)

Start project : June 1 2018

Milestone for this statement : publication of the draft 'structuurvisie' (a Dutch spatial planning instrument) June 2021

End of contract 'structuurvisie') : expected end of 2021 (after adoption of the final

Total invoiced (until March '21): EUR 2.090.000,00 excluding turnover tax of which >EUR 400.000,00

Part Witteveen+Bos : 82 %, responsible for project and contract management, project control, design, planning process and planning reports (e.g. environmental impact assessment), and support for stakeholder management.

Part AT Osborne : 6 %, process guidance and strategic stakeholder management.

Part Panteia : 12 %, traffic analyses (using the NRM model) and a social cost-benefit analysis (SCBA).

#### QHSE aspects

The following standards were applicable to the project for the contractor: ISO 9001, Systems Engineering (ISO 15288), VCA\*\*, CO<sub>2</sub> Performance Ladder, Safety Ladder. In addition, a processing agreement was made for responding to submitted opinions to the project, in order to handle personal data with care within the applicable privacy legislation.

#### Other

The consortium did a very good job. Products were always in time and of good quality. Anke and here people were allways motivated, anticipating and practical. And in stressfull situations they found a good way out of it.

I declare that the information listed above is correct.

Location: Den Haag

Date: 5 July 2021

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Bert Kingma