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Abstract Paper:

Title:

Some milestones in the realisation of the Long Term De-fragmentation Program in the Netherlands

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Abstract: The Long term De-Fragmentation Program (MJPO) is launched in 2004 and accepted by Parliament in 2005. This program gives a set of identified problem points (208), a work scheme and an amount of money for counteracting fragmentation of the National Ecological Network due to national infrastructure (motorways, canals and rail). The approach in this long-term program is area oriented, integrated and based at co-operation between involved organisations.

This paper has a focus at some milestones of the program. Two important ones are described in this paper

In the phase of realisation we try to improve the way of tendering by making packages of fauna passages. In this paper we will look at one of these packages: the tender of 9 ecoducts.

The tender of 9 ecoducts is a package in which many authorities are cooperating and all with their own procedures, policies and procedures around tendering. The contract has been signed in May 2009 and the contractor H2Eco has started working on it. In this paper we present the way of working and the evaluation of the steps to come to the signing. Some pro's and con's in the process can be formulated.

One of the identified problem points is close to the border with Belgium. For both countries defragmentation of the highway between Antwerp and Eindhoven (E34/A67), in the neighbourhood of the border region, is important. In the Netherlands 'De Beerze' is part of a so called 'robust connection' and this defragmentation project is part of the 'Long term De-Fragmentation Program (MJPO)'. In Flanders the Postel region was selected as important zone for defragmentation in a study for the E34 and E313. Both areas are part of one large cross-border natural zone and from ecological point of view this zone have to be respected as one.

The administrations of both countries decided to work together to reconnect this cross-border region. This project was based at a common study, which resulted in two alternatives. The political level decided to go for an ecoduct right on the border. The most important arguments for this choice will be described. It was a challenge to bring together the two different national processes. The result will be the first international cross-border ecoduct.

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