

**Advisory review of the monitoring programme  
for the Lining of the Ismailia Canal Pilot Project,  
Egypt**

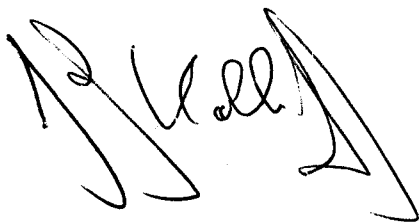
**16 March 2000**

**020-111**

**Advisory review of the monitoring programme for the Lining of  
the Ismailia Canal Pilot Project, Egypt**


Advice submitted to the Minister for Development Cooperation, by a working group of the Commission for Environmental Impact Assessment in the Netherlands.

the technical secretary

A handwritten signature in black ink, appearing to read 'A.J. Kolhoff', written in a cursive style.

mr A.J. Kolhoff

the chairman

A handwritten signature in black ink, appearing to read 'J.W. Kroon', written in a cursive style with a long horizontal stroke at the end.

Mr J.W. Kroon

Utrecht, 16 March 2000



commission for environmental impact assessment

The Minister for Development Cooperation  
Mr M. Rutgers (DOB)  
P.O. Box 20061  
2500 EB THE HAGUE

your reference  
DOB-1078/99

your letter of  
20 August 1999

our reference  
U00/Kh/Kr/020-111

subject  
Oret-94/69 Egypt / Bitumarin Ismailia  
Canal Lining Project

direct dial  
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Utrecht,  
16 March 2000

Dear Mr Rutgers,

By letter dated 20 August 1999 the DGIS requested (appendix 1) the Commission for environmental impact assessment (the Commission) to review the following report: Progress report no. 1. Monitoring and evaluation of the effect of lining of Ismailia Canal', (July 1999).

I herewith submit the advice prepared by a working group of the Commission.

During a meeting on 7 February 2000, the draft advice (see appendix 3) was discussed with the proponent (Bitumarin) and the involved Egyptian consultant (Darwish) and the working group of the Commission. The conclusions and recommendations in the draft advice were as follows:

- The Commission is of the opinion that essential information in the progress report is lacking. A complete picture of the effects of lining cannot be provided by making use of the present monitoring network. Moreover, the analysis of the available data is elaborated in an insufficient manner.
- Therefore, the Commission recommended to extend the monitoring network by installing a number of extra piezometers and suggestions for improving the monitoring programme were made.

At this meeting the proponent fully agreed with these observations and announced that they had started already with the extension of the monitoring network. They informed the Ministry of Public Works on the monitoring programme resulting in a change of the institute responsible for monitoring. The Commission understands that the observations mentioned in the draft advice will be incorporated in the second progress report. Furthermore, the proponent noted that a visit of the Commission would be welcome in order to understand the complex technical / geo-physical situation of the project site and to meet the responsible authorities as this project is considered a project of national interest.

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In addition the Commission would like to bring the following to your attention:

- The Commission is willing to continue independent review of the monitoring results in order to determine if the objective of pilot project has been achieved. The following approach is suggested:
  - Summer 2000; Review of the second progress report which is expected to be finalised in July 2000. This report could be a good basis for a field visit of the Commission to check the monitoring network, the measurements and the analysis of data, resulting in an advice of the Commission.
  - Period summer 2000 – summer 2001; Review of the progress reports resulting in a briefing of the findings to the Netherlands Government.
  - Autumn 2001; After completion of the technical works monitoring should be continued for at least one year to enable a complete assessment of the effects of the project. According to the planning of the proponent this means that a final advice of the Commission on the effects of the project can be submitted in the autumn of 2001.
- The Commission is of the opinion that the execution of an EIA study becomes relevant in case it is decided to apply the lining of canals on a large scale with the HB lining system.



Mr J.W. Kroon  
chairman working group  
Environmental Impact Assessment  
lining Ismailia canal, Egypt