

Press Release – June 4th, 2014

Foz Tua dam – non-compliance by EDP and the Portuguese State of the Environmental Impact Statement and Unesco requirements.

A day before the Environment World Day (June 5th), the Plataforma Salvar o Tua together with its member organisations have marked the date informing to have delivered this week to Unesco and the Portuguese Government complete reports, reporting the infringements committed by EDP and the incompetence of national authorities concerning the Foz Tua dam project.

If the absence of public interest weren't enough, in addition of the huge impacts of the dam, these infringements are reason enough for the State to contest the concession of Foz Tua and take to an end this senseless project, avoiding any public costs.

| Topic | Unesco and EIS requirements | Current situation |
|---------------------------|--|--|
| Impact over the landscape | UNESCO: “Dam structure has little visual impact as two technical structures (railway and road bridges) are already there” | The dam would reach 108m high (the power station only 25m high) which will have an impact 5 times bigger on the visual field. In comparison the bridges are barely perceived. |
| Mobility | <p>DIA: Requirements: 1. To ensure public transportation in the section being submersed in the Tua railway. A study must be made to evaluate alternatives, including the possibility of the construction of a new railway section.</p> <p>2. Transportation of passengers on a regular basis must be assured between Foz Tua and Brunheda having the same service quality.</p> <p>UNESCO: <i>The mission seriously questions the cable car solution proposed, as a means to connect between the railway station at Foz Tua and the reservoir, as the mobility rail/bus/cable car/boat/rail is not adapted to local needs at all.</i></p> | <p>- The “mobility plan” doesn't fulfil the requirements:</p> <p>a) local mobility is not provided: from Tua to Brunheda would take three times more, needing to make 3 or 4 transfers and with less capacity available;</p> <p>b) the possibility to link the railway between Tua and Bragança is removed;</p> <p>c) there is no financial equation possible;</p> <p>d) it hasn't any touristic interest;</p> <p>e) there is no investment granted</p> <p>- an alternative railway was not taken into account.</p> <p>- the solutions provided don't follow or will the same service standards.</p> |

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| <p>High-power voltage line</p> | <p>DIA: Requirements: 8. Energy transmission infrastructures should minimise visual impact. Other possibility non aerial should be taken into study.</p> <p>9. The very high power voltage line must not cross any Special Protection Areas or other areas of high sensibility for bird-life.</p> <p>UNESCO: <i>The mission team strongly recommends to not cross the Alto Douro World Heritage property or to use an existing line: plans need to be carefully reviewed.</i></p> | <ul style="list-style-type: none"> - a study of a non aerial line was not presented. - Of the four alternatives in study by EDP in the last EIA, three of them cross the core of the Alto Douro Wine Region and the other seriously damages areas of high sensibility for bird-life which makes it impossible to minimise impacts or make effective compensations. - All solutions presented are inside the protection area of the ADWR. - EIS observes serious impacts over assets of universal value. |
| <p>Museums</p> | <p>UNESCO: “Feasibility study [of the museums] not done. Cultural strategy needs to be revised.”</p> | <p>There is no investment granted for museums or a cultural planning proposed.</p> |

A destroyed landscape: simulation of the impact of the dam and electric power station of Foz Tua:

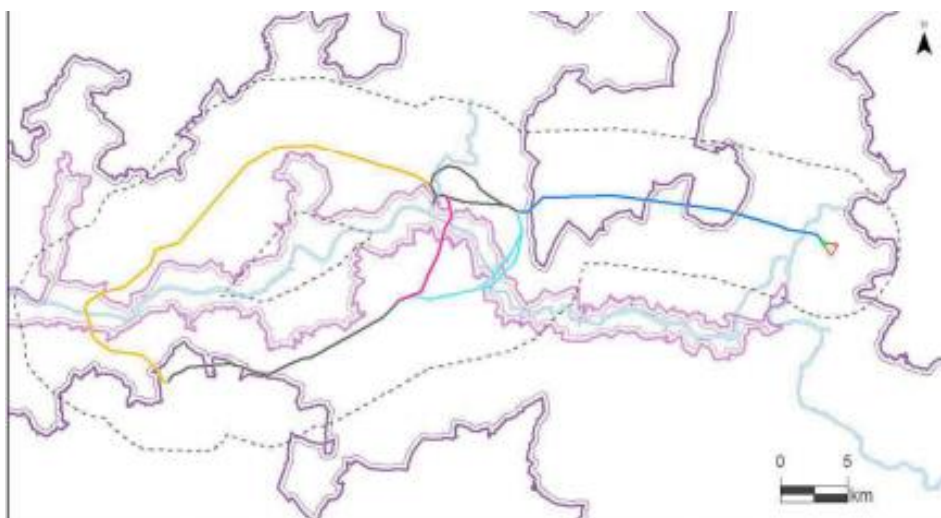




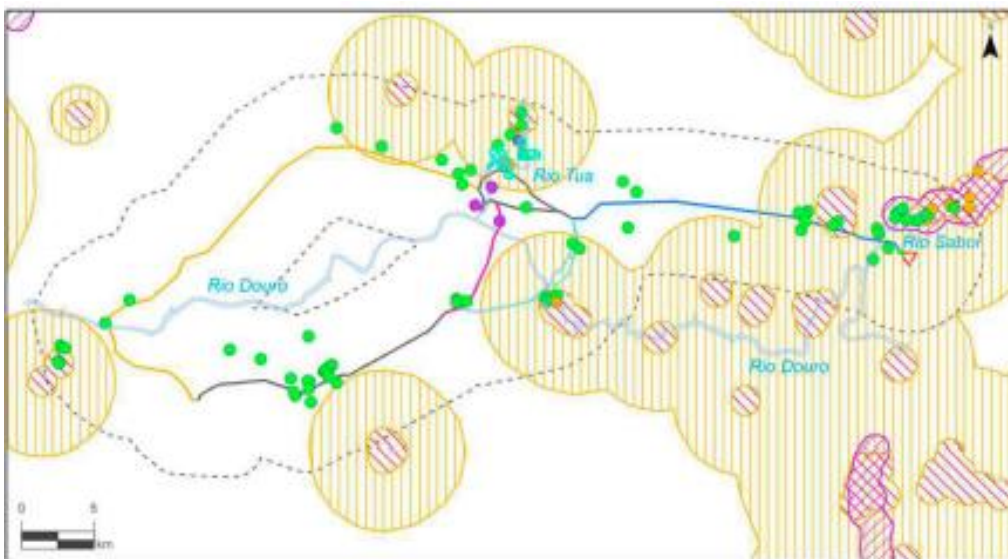
The unlikely “mobility plan” that no one believes to be useful or possible:



The high-power line and Alto Douro Wine Region: unacceptable impacts in all directions:



The high-power line and the sensible areas for bird-life: to choose between the bad or the worse:



Legenda:

Alternativas

- Trecho exclusivo C - Solução 1
- Trechos exclusivos GI, GM, H - Solução 2
- Trecho exclusivo K - Solução 3
- Trecho exclusivo L - Solução 4
- Trechos comuns a diversas alternativas (A, B, D, E, F, I, J)
- Área para abertura da Linha Amarrar - Lagoaça, a 400 kV (M)
- Posto de corte a construir

- Cursos de água
- Ninhos de aves de rapina e outras planadoras
- Observações de aves de rapina e outras planadoras
- Observações de outras espécies
- ▨ Áreas muito críticas para outras espécies - Cegonha negra
- ▨ Áreas críticas para aves de rapina
- ▨ Áreas muito críticas para aves de rapina
- ▨ Ninhos de Águia de Bonelli
- ▨ Área de estuário (10 km de largura)