

2nd working meeting on SEA for the General National Territorial Plan of Albania

Role of SEA in decision-making

Tirana, January 11 – 12, 2016



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What is SEA

- SEA is a systematic & anticipatory process, undertaken to analyse environmental effects of proposed plans, programmes & other strategic actions and **to integrate findings into decision-making**



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Considering SEA results in decision-making

- SEA shall **provide information** on environmental effects to decision-makers, its **results have to be considered** in relevant decision-making
- Reports / final statements are **submitted together** with Plan for decision
- Decision-makers have to **justify their decision**, which – together with justification – has to be made public
- SEA is not supposed to be a decision itself!
- SEA inputs should be optimally **considered already in Plan**, which is submitted for decision



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EU SEA Directive

- **Role and approach to SEA:** Environmental assessment is an important **tool for integrating environmental considerations** into the preparation and adoption of certain plans and programmes it ensures that environmental effects of implementing plans and programmes are **taken into account during their preparation and before their adoption**.
- **Benefits of SEA:** The adoption of environmental assessment procedures at the planning and programming level should benefit undertakings by providing a more consistent framework in which to operate by the **inclusion of the relevant environmental information into decision making**. The inclusion of a wider set of factors in decision making should **contribute to more sustainable and effective solutions**.



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EU SEA Directive

- Inputs to be considered **during the PP preparation** and **before its adoption** or submission to the legislative procedure:
 1. environmental report
 2. opinions on the draft PP and environmental report expressed by environmental authorities and public
 3. transboundary consultations



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Main tasks for SEA

- To analyse the environmental and health effects of proposed development
- **To suggest measures to mitigate adverse effects**
- To bring stakeholders' opinions/input into planning
- **To inform planners, decision-makers and other stakeholders of likely effects / issues**



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Mitigation measures

- Mitigation measures should be linked to the likely impacts identified i.e.
 - To avoid, mitigate or compensate likely adverse effects
 - To enhance likely positive effects
- **Optimally, the final version of the Plan should already integrate mitigation measures proposed by SEA**
- To achieve this, an intensive communication with the planning team is essential



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Mitigation measures

- Once specific impacts have been identified for all key issues that are relevant to a **certain component of the Plan (priority, objective, project, activity etc.)**, this information can be used for formulation of:
 - **recommended changes in the formulation of a given Plan's component** (e.g. alternative locations, alternative technologies or alternative sequencing/timing), or
 - **conditions for the implementation of a given Plan's component** (e.g. specific conditions for implementation, preliminary advice on the scope of any environmental assessment of detailed project proposals or monitoring requirement).



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EU SEA Directive

- Article 5(1): an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, **and reasonable alternatives** taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.
- Annex I:
 - the **measures envisaged to prevent, reduce and as fully as possible offset** any significant adverse effects on the environment of implementing the plan or programme;
 - an outline of the **reasons for selecting the alternatives dealt with**, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;



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Types of mitigation measures

1. Changes of the Plan
 - New priorities or measures
 - Adjustments of priorities or measures
 - Alternative options
2. Recommendations for considering additional alternatives or measures during more detailed planning of the proposed developments
 - Further spatial planning
 - Project development



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Types of mitigation measures

3. Recommendations for follow-up SEAs/EIAs

- Issues to be analysed
- Studies to be conducted (noise, air dispersion)

4. Conditions for implementation

- Restrictions and no-go areas
- Activities to be conducted before proposed development (e.g. waste water management system before industrial development)
- Specific studies to be carried out before approving certain development (e.g. biodiversity research)
- Monitoring requirements



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Addressing alternatives

- Maximising positive effects of the Plan
 - Optimising proposed Plan's components
 - Enhancing cumulative positive effects
- Minimising adverse environmental effects
 - Seeking the best solutions for implementation of Plan
 - Minimizing the need of mitigation measures
 - Optimizing measures to minimize environmental effects
 - Alternative locations
 - Alternative measures



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Hierarchy of alternative options

Is the proposed development necessary? (Need or demand management options)



How should it be done? (Method or process options)



Where should it go? (Location options)



When should it be implemented? (Timing or sequencing options)



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Responsibility for developing alternatives

- **Primary** – planners and planning authority (however, SEA team can support them)
- The best results are usually delivered if they planning and SEA teams work together
- Think about **stakeholders' involvement (including public) into alternatives' development** – it is very demanding, but very effective (however it is not feasible in all cases)



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Case example on SEA and decision-making: SEA for Transport Sectorial Strategy, Czech Republic



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Background information

- Strategy deals with 1270 road projects in 260 clusters, 360 railway in 90 clusters, and 20 water transport projects in 3 clusters
- It applies Multi-Criteria Analysis (MCA) for selection of priority investments
 - Desirability of a project (transport, economic, social)
 - Realization obstacles (land-use planning, environmental)
 - Preliminary Cost-benefit analysis
- Transport model supplies information on present and future transport intensities on network and their changes in case implementing individual investments
- GIS data only for corridors (digital map with +/- 1 km accuracy)

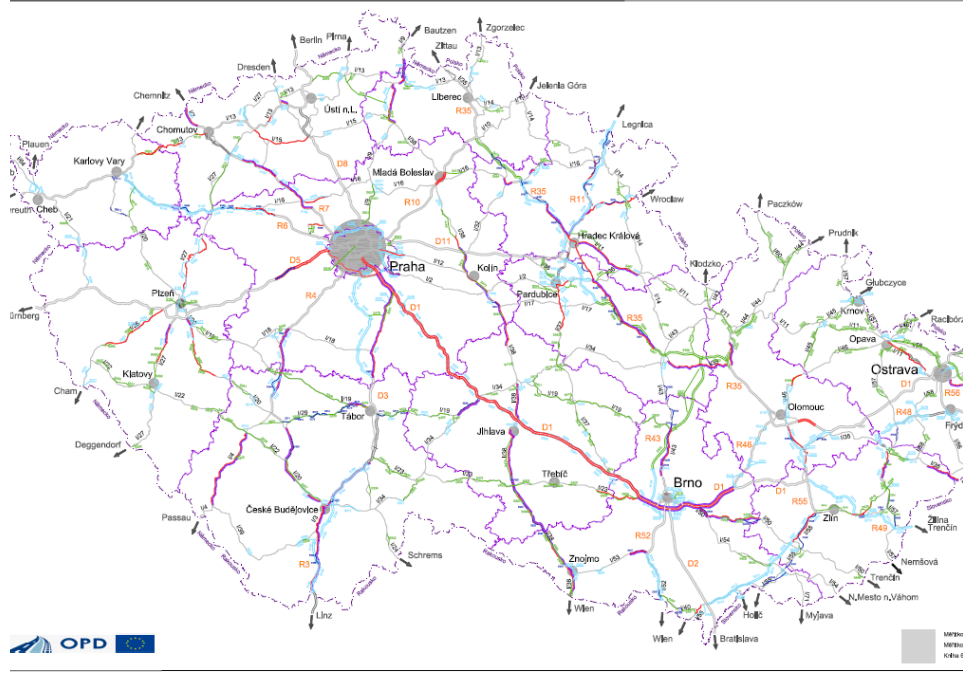


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Kapacitní nedostatky a opatření na silniční síti (silniční síť roku 2014, dopravní intenzity roku 2050)



Environment and Climate **ECRAN**
Regional Accession Network

Mitigation measures proposed by SEA

- To exclude certain projects from the Strategy (water transport) due to significant negative impacts to Natura 2000 sites
- Recommendation on conducting further studies regarding transboundary impacts (water transport)
- Alternative routing of several road corridors



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SEA conclusions

- If TSS2 implemented in the proposed scope (by year 2050) and with modelled intensities, there will be a significant risk of increase of total emission from the road transport (even if emission factors are reduced)
- However, the Strategy will facilitate change in spatial distribution of emissions – improvement in urban areas located in current network is anticipated.
- For the future update of the Strategy – preparation of more detailed studies for regional context is recommended (to address compliance with the regional emission targets)



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SEA results

- Partial modifications of TSS2 during its preparation
 - Introduction certain SEA proposed adjustment of MCA
 - Changes in texting of the draft TSS2
- Recommendations for update of TSS2
 - Data and maps specifications
 - Level of detail of the transport model
 - Specifications for accompanying analyses

Recommendations adopted in the final SEA statement of the MoE!



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Case example on SEA and decision-making: SEA for City Transport Strategy of Kosice Municipality, Slovakia



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City Transport Strategy

Two levels

- Strategic i.e. priorities for further transport development (mainly focused on public transport)
- Project i.e. indication of priority activities and projects to be implemented (e.g. new tram lines, road sections etc.)



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Major issues addressed in SEA

- Air quality
- Human health (air quality, noise, road safety)
- Biodiversity and nature protection



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Approach to impact assessment – air quality

- Transport model available i.e. expected transport intensities in 2030 with and without the Strategy
- Emissions of NO_x , PM_{10} , $\text{PM}_{2.5}$, and PAH from transport were calculated and compared for both scenarios
- Results were displayed in the maps and linked to population density i.e. for how many inhabitants the emissions of air pollutants will change



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Approach to impact assessment – air quality

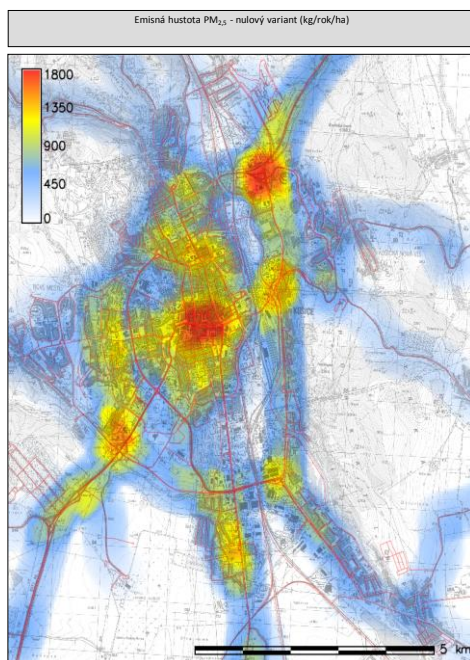
Scenario	NO _x	NO ₂	PM ₁₀	PM _{2,5}	B(a)P
	t/year	t/year	t/year	t/year	g/year
Zero	785	194	374	120	715
Active	646	163	375	116	609
Difference	-139	-31	1	-5	-106
	-18%	-16%	0,3%	-3,8%	-15%



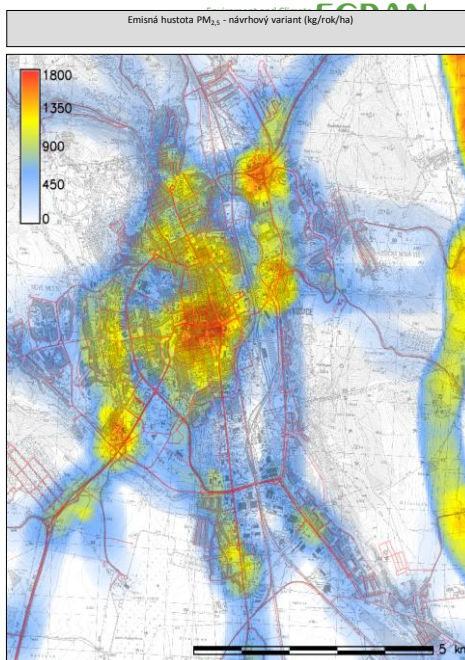
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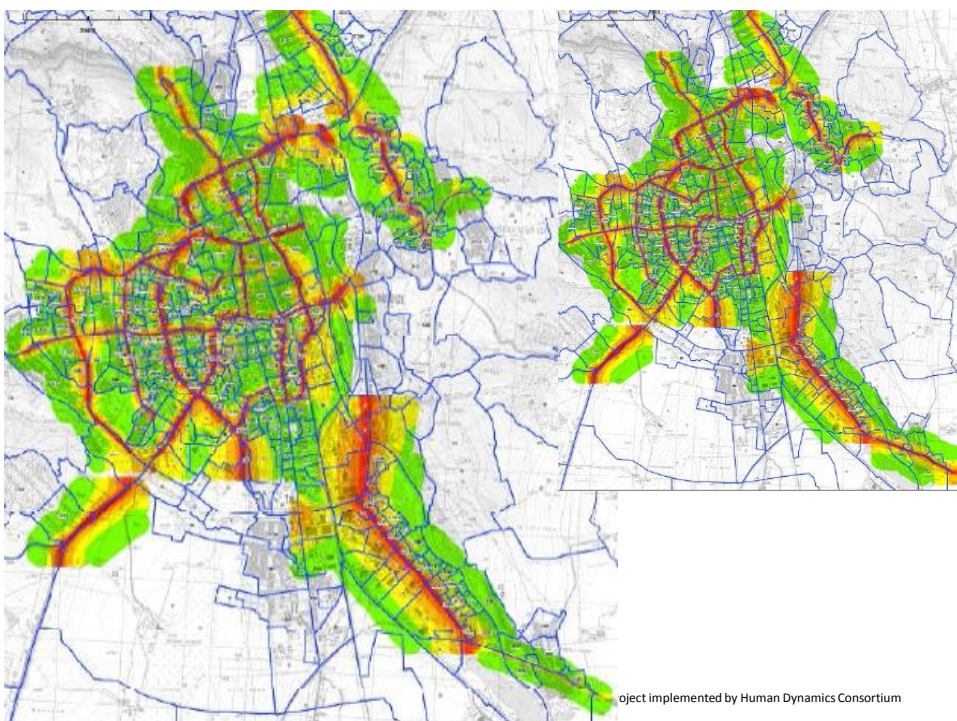
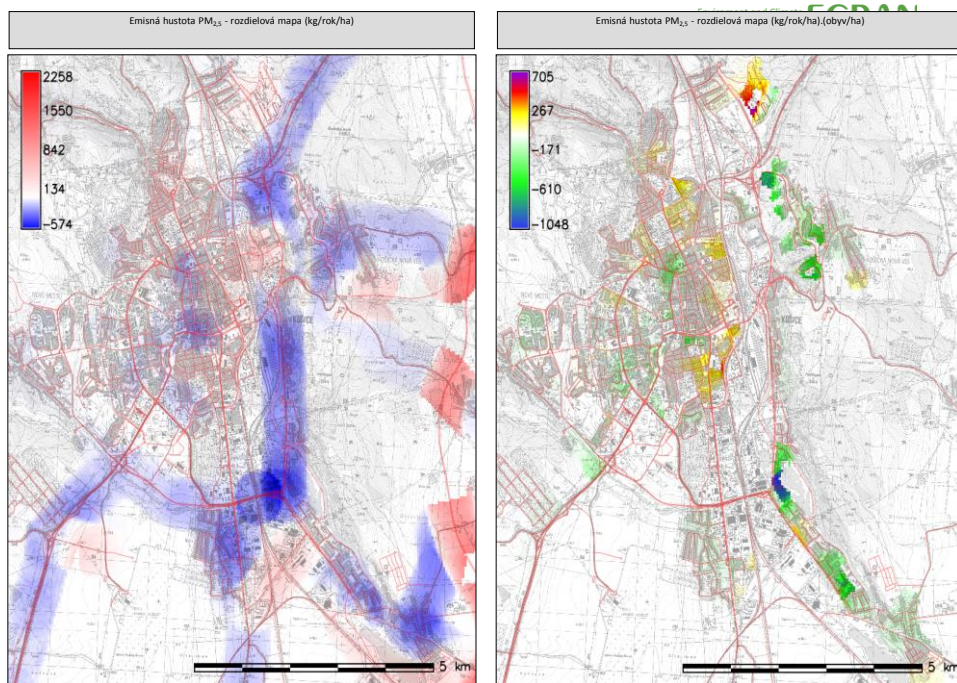
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SEA inputs

- Providing recommendations during Strategy preparation
 - Opinion on certain transport development priorities (e.g. bus or trolleybus)
 - Selection of alternatives for specific road sections based on likely impacts on human health (air, noise) and biodiversity

SEA affected the final version of the Strategy



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Examples of mitigation measures

- To apply additional measures to decrease dust in the city – i.e. to clean the streets on a regular basis (twice a week)
- To implement measure to protect inhabitants from noise in the most affected areas (noise protection walls, better windows)
- To construct certain new roads only if not other transport option is available (to avoid effects to nature)
- Selection on alternatives for specific road sections based on likely impacts on human health (air, noise) and biodiversity



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Success factors

- ☺ Primary goals of the Strategy were 'environmental friendly'
- ☺ Transport experts were open for communication
- ☺ Timing of SEA i.e. initiation of SEA process together with start of the planning process
- ☺ Existence of the transport model enabled calculations of future noise levels and emissions to the air



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