

# Working meeting on SEA for the General National Territorial Plan of Albania

## Introduction to scoping

Tirana, September 9 – 10, 2015

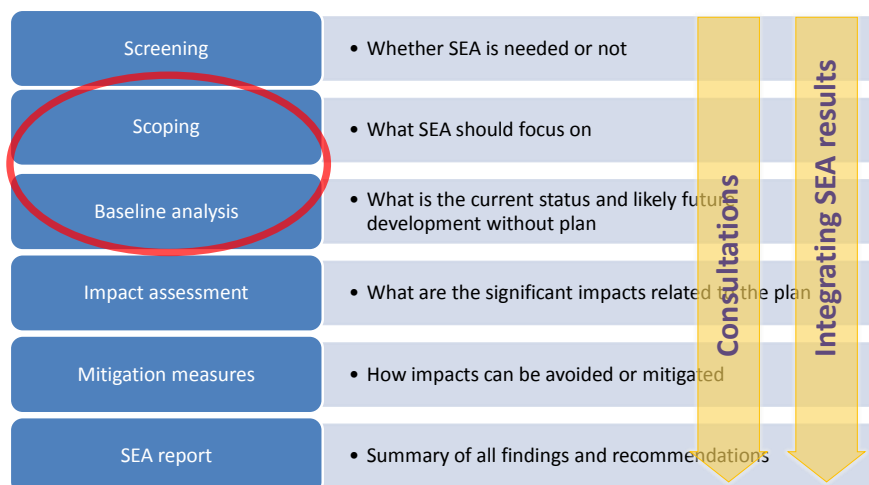


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## Typical SEA steps and analyses



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## Purpose of scoping

Scoping shall identify **development interventions** and **relevant environmental and health issues**, which should be further considered within the SEA



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## Purpose of scoping

Scoping should identify, as far as possible:

- Territorial scope of the assessment and key areas of concern,
- Alternatives to be considered
- Stakeholders to be involved,
- Data and information to be considered



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## Importance of scoping

Scoping is important for efficiency of SEA process – it determines priority issues of concern and „scopes-out“ issues that are less important

Priority issues become the main point of reference for

- examining if/how environmental concerns are integrated into the planning document;
- assessing positive or negative impacts of the proposed development (strategy, objectives, measures)



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## Guiding principles for scoping

- **Scoping out** (i.e. excluding certain issues) is as important as scoping in (otherwise SEA is too wide and unfocused)
- It is important to **keep the scope of SEA flexible** to allow its adjustments as the understanding of environmental implications of the proposed plan or programme unfolds
- Scoping already requires **initial analyses to be conducted**



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## Quick brainstorming

- Name 3 – 5 environmental and health problems in Albania
- Which of these problems are relevant for the planning in land-transport sector?
- Which of these problems are relevant for the programme on improving the public transport system in Tirana?



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## Approaches and tools

Optimally, scoping should be a **combination of analyses and consultations** with stakeholders to ensure that the outcomes

- Are based on valid information and data
- Consider opinions of relevant stakeholders

Tools to be used include e.g.

- GIS / maps overlays
- Delphi sessions
- Variations of matrixes (Rapid Impact Assessment etc.)
- Trend analysis
- Sectoral long-lists of typical impacts
- SWOT analysis



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## Good scoping should...

- Allow further assessment focusing only on the key issues which may be significantly affected by the plan or programme
- Provide input for decisions on the appropriate methods and analytical tools for further analyses of the key issues
- Ensure that further SEA process reflects opinions of relevant stakeholders (i.e. consultations therefore should be a part of the scoping)



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## Proposed approach for SEA pilot in Albania

1. Initial overview of environmental and health topics in Albania based on the existing information and data (simple scoping matrix)
2. Scoping workshop followed by further communication with relevant agencies and institutions to determine their concerns and to further specify the key issues
3. Preparing the draft Scoping report (including initial baseline analysis)
4. Distribution of the draft Scoping report for comments
5. Considering inputs received in further baseline and impacts analyses



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## Scoping matrix

- Main key issues
- Specific concerns and problems
- Risks and opportunities linked to the Plan
- Options and measures to be considered in SEA and/or further spatial development
- Partners to be consulted
- Possible sources of data / missing data that need to be collected



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## Case example: Scoping for the 2nd Transport Sector Strategy of the Czech Republic for 2014-2050



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## 2<sup>nd</sup> Transport Strategy

- Selects priority transport projects for implementation in 2014-2020, 2020-2035 and 2035-2050.
- Over 1270 road projects in 260 clusters, 360 rail projects in 90 cluster, and 20 water projects in 3 clusters
- Information on current and predicted transport intensities with and without proposed projects in year 2050, locations of all corridors +/- 1 km, iso-lines
- Multicriterial analysis
  - Needs for the project (economic, transport, etc.)
  - Risks that the project faces (formal criteria related to land-use planning and EIA), and
  - Preliminary CBA



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## SEA for 2<sup>nd</sup> Transport Strategy

- SEA started in Dec 2011, completed in Sept 2013
- 3 core members of the SEA team, 3 experts for air, biodiversity, N2K, health, 1 short term terms for other topics
- Key issues
  - Biodiversity and Natura 2000
  - Air quality (urban areas, ecosystems)
  - Health (air quality, noise, accessibility)
  - Other: water, cultural heritage, forests, soil
  - Transboundary impacts



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## Biodiversity and Natura 2000

- Natura 2000 sites
- Special protected areas
- Loss of natural habitats
- Important landscape feature + supra-regional and regional territorial systems of ecological stability
- Natural parks
- Landscape fragmentation (new projects in unfragmented area by traffic; in areas important for migration)
- Water regime of landscape (wetlands, protected areas for natural accumulation of water and large forest areas)



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## Air quality

- Changes of transport intensities in:
  - Urban areas (old and new roads, increasing and reducing intensities below 15,000 cars per day)
  - Sensitive ecosystems (large-scale protected areas, forests, areas above 800 m)
  - Total emissions in areas with poor air quality status



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## Human health

- Air emissions in urban areas
- Noise (isolines 60 dB)
- Socio-economic impacts (accessibility for work-related travel and social and health services)



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## Other minor issues

- Water: areas of natural water accumulation and water bodies for drinking water supply, protected areas of mineral waters, barrier effect in flood zones)
- Cultural heritage (nationally important cultural monuments and heritage reserves - impacts caused by noise, vibration and aesthetic concerns)
- Climate change: consistency with relevant targets for climate change mitigation in the transport sector



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## Issues scoped out

- Waste
- Soil
- Forests



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# Questions, comments?



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