
Environment and Climate Regional Accession Network (ECRAN)

**Report on 2nd
Regional Training
Workshop on linkages
between Appropriate
Assessment and
SEA/EIA**

25-26 April 2016, Ankara

ENVIRONMENTAL AND CLIMA REGIONAL NETWORK FOR ACCESSION - ECRAN

TRAINING REPORT

Activity No. 2.4 Environmental Assessments, Task 2.4.3. Other assessments

**2nd Regional Training Workshop on linkages between Appropriate
Assessment and SEA/EIA**

25-26 April 2016, Ankara, Turkey



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LIST OF ABBREVIATIONS	
AA	Appropriate Assessment
EA	Environmental Assessments
ECRAN	Environment and Climate Regional Accession Network
EIA	Environmental Impact Assessment
ENIA	Ecological Network Impact Assessment
EC	European Commission
EU	European Union
MS	Member State
N2K	Natura 2000
PPP	Plans, programmes and projects
RENA	Regional Environmental Network for Accession
SEA	Strategic Environmental Assessment
SEPA	Special Environmental Protection Area
ToT	Training of Trainers
WG	Working Group



I. Background/Rationale

General information about the training

The regional training workshop was organized as a joint event of Environmental Assessments and Nature Working Groups in order to discuss the bottlenecks in the implementation of environmental assessments, but also in order to avoid duplication and to promote cooperation between the participants of these two ECRAN Working Groups.

The training workshop was held in Ankara, Turkey, April 25 – 26, 2016. The training was facilitated by ECRAN experts – Petr Roth (Nature WG) and Martin Smutny (EA WG) with contribution of TAIEX experts.

Turkey (Ankara) as a location of the training had been selected by purpose, since it enabled to use one of the pilot appropriate assessments conducted within the activities of the Nature WG (i.e. Appropriate Assessment of the likely impact of Tuz Cargo Airport on Natura 2000 SCI/SPA site Lake Tuz, Turkey) as a basis for illustrating the practical aspects of the AA and its linkages to the EIA.

Current state of the affairs in the beneficiary countries in the specific sector

The AA and SEA/EIA training workshops relates to four EU Directives – two stipulating provisions for SEA and EIA i.e. the Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (SEA Directive), the Directive 2014/52/EU, which has recently amended the Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (EIA Directive), and two addressing the issue of AA i.e. the Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (Habitats Directive) and the Directive 2009/147/EC of the European Parliament and of the Council on the conservation of wild birds (Birds Directive).

Although the process of harmonizing the national legislation with the requirements of the EIA and SEA Directives has been initiated in all ECRAN countries, and some of the countries have already achieved full compliance with both Directives (Croatia, Montenegro, Kosovo^{1*}, Serbia, former Yugoslav Republic of Macedonia), the implementation of these two directives is still in many countries in its early stage. Almost all ECRAN countries are facing a lack of capacity for appropriate implementation both at the national and sub-national levels. The situation is more advanced in case of EIA, which has in all ECRAN countries longer history compared to SEA.

As regards AA, the situation is even less favourable: its scope is much narrower as it only refers to sites of Natura 2000 network which do not exist in any ECRAN country but Croatia yet; therefore it is much more difficult for competent authorities to develop right approaches which would comply with the requirements of the Birds and Habitats Directive and 40 CJ EU rulings interpreting their provisions on AA. Additional challenge is represented by the fact that while AA is planned to or already carried out within the EIA/SEA processes, its rules differ in some aspects from those of EIA/SEA and its outcomes are binding, which should be respected both in the national legislation as well as in the administrative

¹ This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence.



arrangements. However, a very positive fact is that Croatia has chosen its AA/EIA/SEA model in such a way that they could apply and test it far before their accession – a way worth to be followed by any other ECRAN country; spreading awareness about the “Croatian model” is therefore one of ways how ECRAN can substantially help the other countries in their implementation of these EU obligations.

Summary of the main topics covered

As already mentioned above, the main focus of the workshop was to address the linkages between AA and SEA/EIA. However, compared to the 1st event on the same topic (Zagreb, Croatia, October 2014), this workshop aimed at practical aspects of conducting the AA and EIA assuming that theoretical background was sufficiently addressed at the 1st workshop in 2014.

As already mentioned above, the AA pilot application carried out within the activities of the Nature WG (Lake Tuz and hypothetical project of the cargo airport) was used as the example, which provided a basis for the exercises and discussions. In order to enable the participants a proper understanding of the situation and wider context, the large part of Day 1 was dedicated to the site visit.

In order to cover the topic above, following sessions were included in the agenda:

- ***Introduction to the pilot case***
 - Main features of the proposed project
 - Key characteristics of the area
- ***Site visit to Lake Tuz***
 - Familiarization with the SEPA Lake Tuz
 - Visiting and reconnaissance of the potential building site to get familiar with environmental features of the area
- ***Linkages between AA and SEA/EIA***
 - A brief overview of main topics discussed at the 1st workshop, i.e., main similarities and differences between AA and SEA/EIA
 - Possible models of interrelationship (Czech and Croatian examples)
- ***Identification of the key issues***
 - Based on the information about the case example, the participants were asked to identify the key issues relevant to the proposed project and suggest which should be addressed in AA, and which in EIA
- ***Likely impacts and mitigation measures***
 - Participants were asked to describe likely impacts on the key issues identified in previous session and propose measures to avoid, mitigate, or compensate these measures
- ***Practical aspects of linking AA and EIA procedures***
 - Possible design of AA and EIA procedures for the case example
 - Models of linking AA and SEA/EIA to be possibly introduced in the beneficiary countries



II. Objectives of the training

General objectives

To support a good AA, SEA, and EIA practice in the beneficiary countries by increasing understanding of the relevant authorities on the practical application of AA and SEA/EIA.

Specific objectives

- To illustrate practical application of AA and EIA on a case example
- To provide recommendations for further development of AA, SEA and EIA schemes in ECRAN beneficiary countries

Achieved results/outputs

Considering the objectives outlined above, it can be concluded that these have been met, i.e., presentations and follow-up discussions addressed all topics which had been supposed to be covered by the workshop's objectives.



III. EU policies and legislation covered by the training

Summary of the main provisions for each EU Directive/Regulation covered by the training

The AA and SEA/EIA training workshops relates to four EU Directives – SEA Directive, EIA Directive, Habitats Directive, and Birds Directive.

The SEA Directive is in force since 2001 and should have been transposed by July 2004 by all EU member states. Its requirements have had to be integrated in the national legal frameworks. More information can be found at <http://ec.europa.eu/environment/eia/home.htm>

The SEA Directive stipulates the framework for SEA application in EU Member States. It defines main responsibilities of the MSs to be ensured.

The SEA Directive defines a group of plans and programmes, which shall be subject of SEA (or screening). Plans and programmes in the sense of the SEA Directive are those, which are prepared or adopted by an authority (at national, regional or local level) and be required by legislative, regulatory or administrative provisions. However, the SEA Directive does not include a list of plans and programmes (as the EIA Directive does for types of projects), it rather defines criteria to be considered when deciding if SEA should / should not be applied for a certain planning document.

In principle, SEA shall be applied mandatory for plans/programmes which:

- Are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use, and
- Set the framework for future development consent of projects listed in the EIA Directive, or
- Have been determined to require an assessment under the Habitats Directive.

The SEA procedure as designed by the SEA Directive includes for major steps:

- Preparation of environmental report, in which the likely significant effects on the environment and the reasonable alternatives of the proposed plan or program are identified
- Consultations with public and the environmental authorities on the draft plan or program and the environmental report prepared (including transboundary consultations if relevant)
- Taking into account the environmental report and the results of the consultations when adopting the plan or program
- Providing information to the environmental authorities and the public on how the SEA has been taken into account in the adopted plan or program and/or relevant decision.

The MSs are also obliged to monitor significant environmental effects of the plan or program during its implementation.

The newly amended EIA Directive (2014/52/EU) entered into force on 15 May 2014 to simplify the rules for assessing the potential effects of projects on the environment. The main amendments are as follows:

- Member States now have a mandate to simplify their different environmental assessment procedures.



- Timeframes are introduced for the different stages of environmental assessments: screening decisions should be taken within 90 days (although extensions are possible) and public consultations should last at least 30 days. Member States also need to ensure that final decisions are taken within a "reasonable period of time".
- The screening procedure, determining whether an EIA is required, is simplified. Decisions must be duly motivated in the light of the updated screening criteria.
- EIA reports are to be made more understandable for the public, especially as regards assessments of the current state of the environment and alternatives to the proposal in question.
- The quality and the content of the reports will be improved. Competent authorities will also need to prove their objectivity to avoid conflicts of interest.
- The grounds for development consent decisions must be clear and more transparent for the public. Member States may also set timeframes for the validity of any reasoned conclusions or opinions issued as part of the EIA procedure.
- If projects do entail significant adverse effects on the environment, developers will be obliged to do the necessary to avoid, prevent or reduce such effects. These projects will need to be monitored using procedures determined by the Member States. Existing monitoring arrangements may be used to avoid duplication of monitoring and unnecessary costs.

More information about new EIA Directive can be found at

<http://ec.europa.eu/environment/eia/review.htm>

The EU Birds Directive originating from 1979 (re-codified in 2009 under the code 147/2009/EU) introduced, in addition to the strict protection of all species of birds naturally occurring within the EU, an obligation of all EU MS to '*classify in particular the most suitable territories in number and size as special protection areas*' for the conservation of species mentioned in Annex I and for regularly occurring migratory species not listed in Annex I. In 1992, these special protection areas (SPAs) were made part of the Natura 2000 network under the Habitats Directive (see further), and since then they have enjoyed protection according to the latter.

The EU Habitats Directive 92/43/EEC, in addition to introducing strict protection of several hundreds of selected plant and animal species, has brought the concept of EU-wide network of special areas of conservation called Natura 2000 which, according to its Article 3, would also '*include the special protection areas classified by the Member States pursuant to Birds Directive*'. Establishing the sites composing the network, however, is just the very first task of the Member States. After meeting this initial obligation, they are demanded, by the virtue of Art. 6 of the Habitats Directive, to propose and apply site conservation measures (Art. 6(1)), to prevent any deterioration of sites (Art. 6(2)), and to ensure that '*any plan or project likely to have an adverse impact in site integrity, alone or in combination with other plans and projects, is subject to appropriate assessment of its implications for the site in view of the site's conservation objectives*'; competent national authorities '*shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned*' (Art. 6(3)). In case the latter condition has not been met, there is nevertheless a possibility to implement such a plan or project provided certain specific and strict conditions have been met and compensatory measures implemented (Art. 6(4)).



The complex procedures carried out pursuant to Art. 6(3) and 6(4) of the Habitats Directive (as well as several dozens of rulings of the Court of Justice of the EU), often called ‘*appropriate assessment*’ (AA), are frequently implemented within the procedures of EIA/SEA while being quite distinct from the latter both as regards their scope, binding nature, and the depth of detail required during the proper assessment. On one hand, carrying out AA and EIA/SEA in parallel has many practical advantages; on the other, the distinct character of AA as well as its binding nature have always be taken into account. Therefore, learning about similarities and differences between these two types of procedures especially by the staff routinely dealing with EIA/SEA may substantially make easier correct implementation of AA in the future.

More about the Habitats Directive and specifically about the AA can be found at http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm.

Useful references on practical guides or links to various web sites

- SEA and EIA
 - A Practical Guide to the Strategic Environmental Assessment Directive. Office of the Deputy Prime Minister, UK, 2005
 - Handbook on SEA for EU Cohesion Policy 2007-2013. GRDP, 2006
 - Sadler, B., McCabe, M.: Environmental Impact Assessment Training Resource Manual. UNEP, 2002
 - United Nations’ EIA Course Module (eia.unu.edu)
 - Environmental Impact Assessment: A guide to good practice and procedures. Department for Communities and Local Government, 2006
 - Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment. European Union, 2013 (<http://ec.europa.eu/environment/eia/pdf/EIA%20Guidance.pdf>)
- Appropriate Assessment
 - Dodd A.M., Cleary B.E., Dawkins J.S., Byron H.J., Palframan L.J. and Williams G.M. The Appropriate Assessment of Spatial Plans in England: a guide to why, when and how to do it. The RSPB, Sandy, 2007
 - Therivel, R. Appropriate assessment of plans in England. Environmental Impact Assessment Review 29(4), pp. 261-272, 2009
 - Riki Therivel’s website on recommended AAs (<http://www.levett-therivel.co.uk/AA.htm>)
 - European Commission: Managing Natura 2000 sites: The provisions of Article 6 of the ‘Habitats’ Directive 92/43/EEC. Luxembourg: Office for Official Publications of the European Communities 2000. 69 pp.
 - European Commission: Assessment of plans and projects significantly affecting Natura 2000 sites. Luxembourg: Office for Official Publications of the European Communities 2002. 76 pp.
 - European Commission: Guidance document on Article 6(4) of the ‘Habitats Directive’ 92/43/EEC. CLARIFICATION OF THE CONCEPTS OF: *ALTERNATIVE SOLUTIONS, IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST, COMPENSATORY*



MEASURES, OVERALL COHERENCE, OPINION OF THE COMMISSION. Brussels 2007/2012. 30 pp.

- Several other EU guidance documents (including sectoral ones) may be found at http://ec.europa.eu/environment/nature/natura2000/management/guidance_en.htm#art6

Case studies/examples to illustrate practical situations or best practices that have been covered during the training

Several case examples were presented in order to illustrate practice in the EU as well as in non-EU countries. These included:

- AA in the Czech Republic and its integration in the EIA and SEA procedures
- AA in Croatia – its practical application and linkages to SEA and EIA
- Case example: AA within EIA on the energy infrastructure example: Gas pipeline Bosiljevo – Sisak, Croatia
- EIA for Operational Noise Mitigation Procedures in Miami Airport
- Environmental and Social Impact Assessment for the new airport in Istanbul, Turkey
- EIA for Expansion of Hong Kong International Airport into a Three-Runway System



IV. Highlights from the training

Summary of each training session and description of the training activities (delivered presentations, small group work, plenary discussions, etc.) done during each training session

Following sessions were carried out during the workshop:

- Introduction to the case example:** The presentation was delivered by Petr Roth, ECRAN expert. He explained that the ‘Appropriate Assessment of the likely impact of Tuz Cargo Airport on Natura 2000 SCI/SPA site Lake Tuz, Turkey’, which was carried out as one of the pilot AAs conducted within activities of the Nature WG, was elaborated for educational needs only i.e. the proposed project is hypothetical. Part of the data concerning budget, scale and visualizations concerning the Tuz Cargo Airport project were found in public sources concerning newly built (but never operating) airport Ciudad Real Central in Spain. The purpose of proposed airport is to provide a logistic intersection for the Turkish international trade and thus to reduce the load of the busy civil airports in Istanbul (including truck traffic across Istanbul urban area) and smaller airports in tourist areas on the Mediterranean Sea coast (like Antalya). The cargo airport is supposed to help the industrial as well as agricultural development of central Anatolia. The planned Tuz Cargo Airport is situated about 100 km south of Ankara within the Kulu municipality. The airport and all the accessory structures (hangars, buildings, car parks, and roads) are situated on current arable land between the highway D715 from Ankara to Konya and Lake Tuz.

Lake Tuz and its surrounding area, as one of the largest salty lakes in the world and the largest protected area in Turkey, is proposed as SPA as well as SCI following the EU Nature Directives (Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive 2009/147/EC of the European Parliament and of the Council on the conservation of wild birds – Habitats and Birds Directives). The assessed project of Tuz Cargo Airport is situated outside the proposed SPA and SCI Lake Tuz. Inside the proposed SPA/SCI, there are two quarries of limestone (near the highway D715 between the towns of Kulu and Kirkişla) and a sandstone quarry (right on the shoreline of Lake Tuz near the hamlet of Bozan). Both these areas will be influenced by the project implementation because of trucks transporting cement and sand to the building site.

- Site visit:** The participants had an opportunity to see Lake Tuz as well as surrounding landscape. They also visited the site for planned airport and municipalities close by, which could be potentially affected. The representative of the Ministry of Environment and Urbanization of Turkey, Ms. Ozlem Aksoy, kindly explained existing protection status as well as likely future development of the area.
- Linkages between AA and SEA/EIA:** Presentation, which was delivered by Petr Roth (ECRAN expert) and Mr. Neven Trenc (TAIEX expert) explained main similarities and differences between AA and SEA/EIA, which can be summarized in a following matrix:



SEA/EIA	AA
<ul style="list-style-type: none"> • Global tools • Dealing with limited number of PPP • Address wide range of issues • Deals with significant effects • Process more structured • Public has to be involved • Provide inputs to decision 	<ul style="list-style-type: none"> • EU-wide • To be applied for any PPP • Specific focus on Natura sites • Deals with significant effects • Less stages in procedure • Public involved if appropriate • Presents decision itself

Three models of AA and SEA/EIA interactions were mentioned i.e. separate processes (e.g. UK), parallel procedures (e.g. Croatia), and joint procedure (e.g. CZ) – as well as related *pros* and *cons*

- Joint procedure avoids overlaps in analyses and consultations
- Separate AA may focus only on Natura 2000, however it might lead to certain duplication in analyses (regarding biodiversity and ecosystems)
- Separate AA requires additional formal procedures and thus (together with SEA/EIA) it might take longer time than joint assessment
- Not clear legal power of final statement (if exists) in case of joint procedure

Mr. Neven Trenc further introduced the case example of AA within EIA for gas pipeline Bosiljevo – Sisak, Croatia. He explained the key features of the project as well as main characteristics of the N2K sites to be likely affected. He described the AA and EIA procedures with emphasis on the linkages between them as well as main conclusion of the AA and EIA Reports. He concluded that:

- For such a complex project with specific technical characteristics it would not make sense to perform EIA and AA separately
 - Descriptions of the project and project effects serve both assessments
 - Environmental measures are the basis for the AA mitigation measures
 - However due to its general character EIA could not replace AA
- **Further development of AA in the region:** The last session was rather discussion about needs regarding AA in ECRAN countries. The initial presentation briefly introduced
 - Models of ecological networks
 - Existing and envisaged administrative arrangements
 - Existing guiding documents: pros and cons
 - Useful tools (e.g. forms, matrices) and potential risks of their use



It was emphasized that establishing the „national ecological network“ far before accession, which follows the same principles as Natura 2000, enables to initiate and ‘test’ AA procedures to ‘debug’ and fin-tune it before the joining the EU as well as to accustom both authorities and planners/investors to deal with AA.

Outputs during group work.

Altogether two group work sessions were organized.

Group work no. 1 was focused on identification of the key issues: Based on the information about the case example, the participants were asked to identify the key issues relevant to the proposed project and suggest which should be addressed in AA, and which in EIA.

As the most relevant issues to be addressed, following were determined:

- Noise – both from the airport operation as well as from the associated land transport
- Air quality – similarly to noise, both from airplanes and from the land transport
- Health – mainly related to noise level and air quality
- Social aspects – potential social issues resulting from a large number of workers (during contraction) and airport staff (during operation) to live in the municipalities close by
- Water and waste water management
- Birds populations (mainly flamingos and migratory birds)

The division of the issues between AA and EIA was relatively clear – likely impacts on the target bird species should be addressed within AA, while all other issues within EIA. However, it was concluded that analyses to be conducted within EIA (especially noise) would provide an important inputs for AA.

Group work no. 2 aimed at likely impacts and mitigation measures: Participants were asked to describe likely impacts on the key issues identified in previous session and propose measures to avoid, mitigate, or compensate these measures. The most frequent issues presented:

- Noise – noise levels resulting from the airport operation as well as from the land transport would have to be calculated.
- Air quality – the calculations of NO_x, SO_x, and VOC emissions to the air would have to be calculated. The area likely to be affected can significantly larger than the construction site – the traffic intensity can be changed (increased) in relatively long distance from the airport.
- Health – population of municipalities both close to the airport as well as in those likely to be affected by the increased traffic may be at risk from decreasing air quality and higher noise levels.
- Birds populations (mainly flamingos and migratory birds) may be affected mainly by noise i.e. disturbance from air traffic.

The follow discussion raise the issue of mitigation measures – while likely effects regarding noise and air could be to certain extend mitigated by technical measures, the impacts on target birds species would be very significant. Therefore the only solution how to avoid significant adverse effects on potential N2K site would be to relocate the airport to another site.

Conclusions



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Based on the discussions following the presentations it can be concluded that the experience from Croatia and the Czech Republic, as well as the case example was found relevant to ECRAN countries. Obviously, Montenegro and Serbia has 'moved' towards establishing AA scheme, while the other countries are still at the very beginning and the discussions on how to arrange N2K and AA systems need to continue.

It seems that model of AA in parallel with SEA/EIA processes providing options for separate (i.e. AA only) or joint (i.e. AA together with SEA or EIA) application – which is a system employed in Croatia – would be a choice of the most beneficiary countries.



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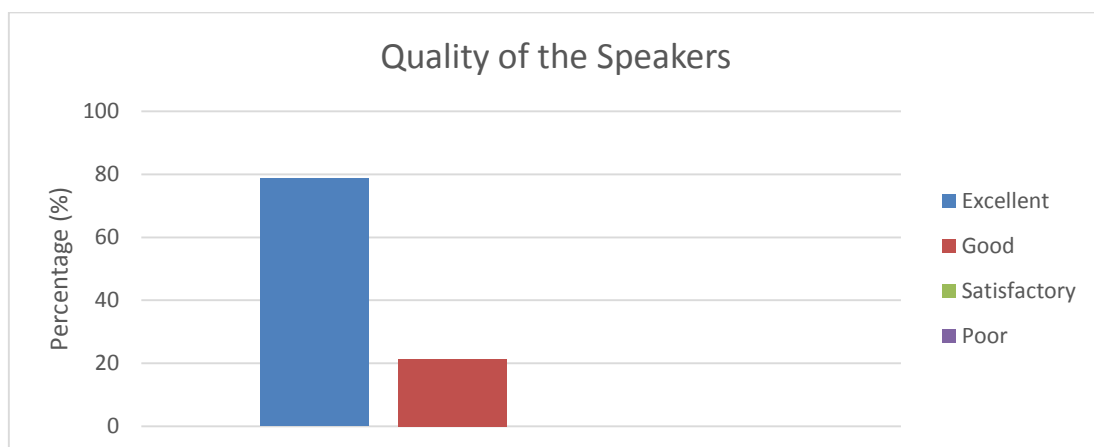
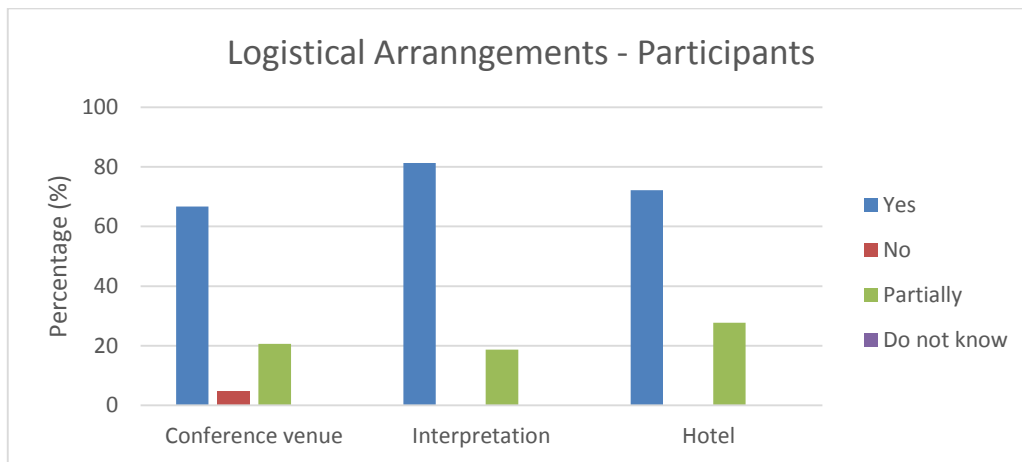
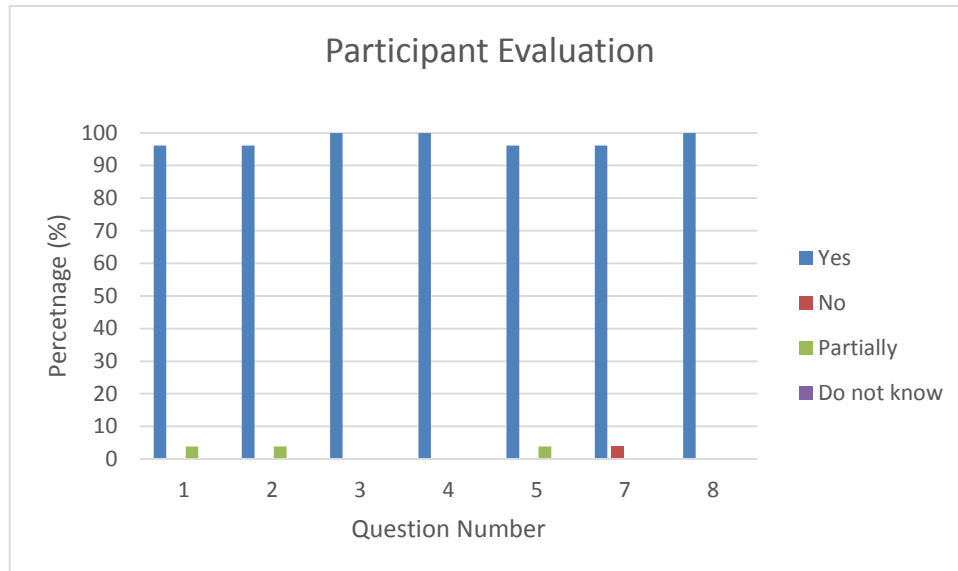
V. Evaluation

Workshop – Participants’ Evaluation

Question	N°. Responses	Yes	No	Partially	Do not know	
1. Was the workshop carried out according to the agenda	21	16 (76)%	0 (0)%	5 (23)%	N/A	
2. Was the programme well structured?	21	20 (95)%	0 (0)%	1 (4)%	N/A	
3. Were the key issues related to the topics addressed?	21	20 (95)%	0 (0)%	1 (4)%	N/A	
4. Did the workshop enable you to improve your knowledge?	21	19 (90)%	0 (0)%	2 (9)%	N/A	
5. Was enough time allowed for questions and discussions?	21	17 (80)%	1 (4)%	3 (14)%	N/A	
6. How do you assess the quality of the speakers?	Speaker/Expert	N°. Responses	Excellent	Good	Satisfactory	Poor
	3	61	48 (78)%	13 (21)%	0 (0)%	0 (0)%
Question	N°. Responses	Yes	No	Partially	Do not know	
7. Do you expect any follow-up based on the results of the workshop (new legislation, new administrative approach, etc.)?	21	21 (100)%	0 (0)%	N/A	N/A	
8. Do you think that further TAIEX assistance is needed (workshop, expert mission, study visit, assessment mission) on the topic of this workshop?	21	20 (95)%	1 (4)%	N/A	N/A	
9. Were you satisfied with the logistical arrangements, if applicable?	Conference venue	21	14 (66)%	1 (4)%	6 (28)%	0 (0)%
	Interpretation	16	13 (81)%	0 (0)%	3 (18)%	0 (0)%
	Hotel	18	13 (72)%	0 (0)%	5 (27)%	0 (0)%
Comments:						
<ul style="list-style-type: none"> • It was a very useful workshop. The site visit was wonderful. Thank you very much to ECRAN; • The transportation from the airport to the hotel and vice versa was not well organised, because for the transportation from the hotel to the airport for the departure was in delay. The driver didn't come. He forgot to come, after that we call the agency and he came 50 minutes delay and we risk to lose the flight. We should run a lot to catch the flight. Also we had problems to get the money of DSA; • The organizers should continue to adequately organize the transfer of financial allocations for the participants of the workshop in order to solve the problems we had in Ankara with the banking system; • No comments; • Extremely bad organization from ECRAN project side; present staff completely disinterested and poorly informed without any will to help participants (unknown airport transfer time, DSAs unavailable to withdraw in Turkish banks); • Not timely arrival of the bus that will transport us to the airport Day of dt. 04/27/2016, we will put at risk the return in Tirana.. Problems with banks occurred in Ankara, I think partly contributed in realizing the objectives in training .. • With Pegasus flying is not comfortable and there are delays, so I do not have preferred to fly with them; 						



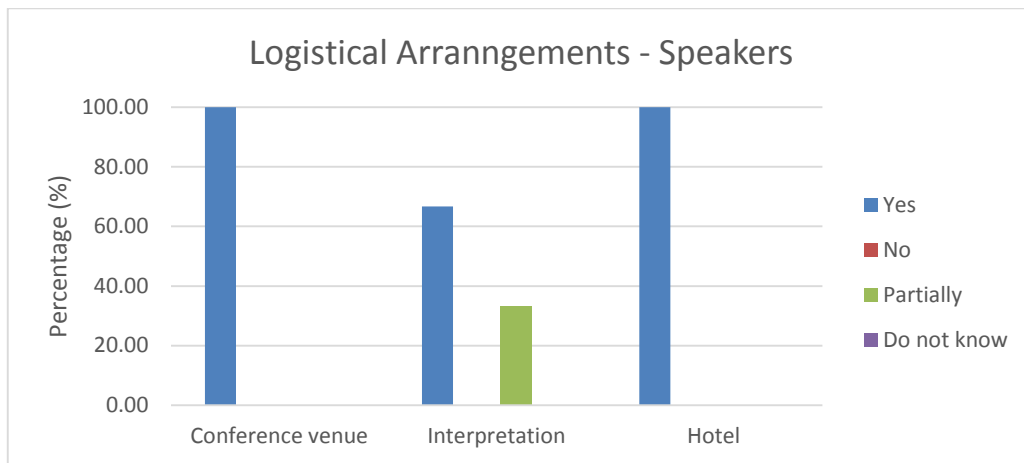
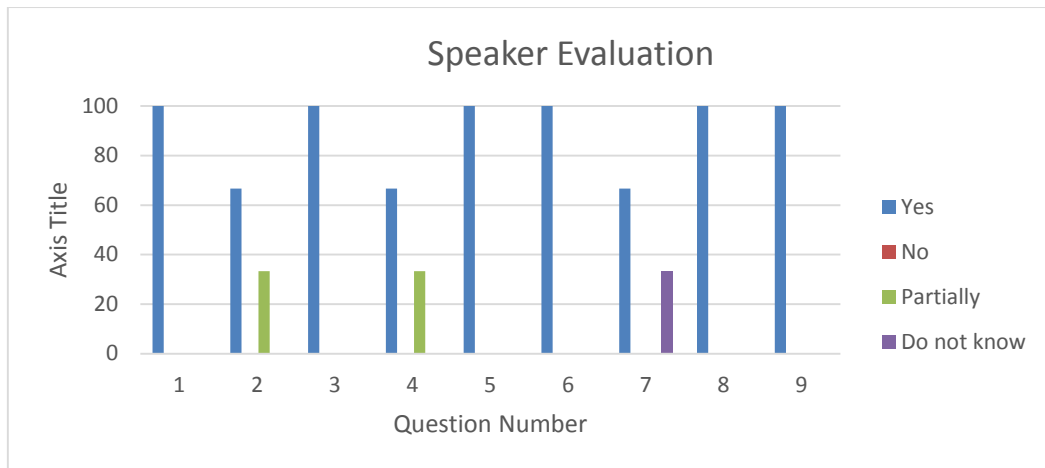
- The western union transfer in Turkey always creates lots of problems for the participants to collect per diems. This particular time in Ankara none of the participants were able to realize this procedure for various reasons explained in banks. Please find another solution for this purpose;
- We had problems with DSA payment. We could not get money in more than 10 banks. It was little bit humiliated and the whole group have felt patetic.



Workshop – Speakers’ Evaluation

Question		N°. Responses	Yes	No	Partially	Do not know
1. Did you receive all the information necessary for the preparation of your contribution?		3	3 (100)%	0 (0)%	0 (0)%	N/A
2. Has the overall aim of the workshop been achieved?		3	2 (66)%	0 (0)%	1 (33)%	N/A
3. Was the agenda well structured?		3	3 (100)%	0 (0)%	0 (0)%	N/A
4. Were the participants present throughout the scheduled workshop?		3	2 (66)%	0 (0)%	1 (33)%	N/A
5. Was the beneficiary represented by the appropriate participants?		3	3 (100)%	0 (0)%	0 (0)%	N/A
6. Did the participants actively take part in the discussions?		3	3 (100)%	0 (0)%	0 (0)%	N/A
7. Do you expect that the beneficiary will undertake follow-up based on the results of the workshop (new legislation, new administrative approach etc.)		3	2 (66)%	0 (0)%	N/A	1 (33)%
8. Do you think that the beneficiary needs further TAIEX assistance (workshop, expert mission, study visit, assessment mission) on the topic of this workshop?		3	3 (100)%	0 (0)%	N/A	N/A
9. Would you be ready to participate in future TAIEX workshops?		3	3 (100)%	0 (0)%	N/A	N/A
10. If applicable, were you satisfied with the logistical arrangements?	Conference venue	3	3 (100)%	0 (0)%	0 (0)%	0 (0)%
	Interpretation	3	2 (66)%	0 (0)%	2 (66)%	0 (0)%
	Hotel	2	2 (100)%	0 (0)%	0 (0)%	0 (0)%
<p>Comments:</p> <ul style="list-style-type: none"> • Due to administrative mistake in Brussels participants could not withdraw per diems on day 1; after remedy on Day 2 they spent 3 hours seeking for banks instead at the workshop. Overall impression from workshop was very bad despite the endeavour of speakers. Resources and time wasted with no effect; • There was a problem with money withdrawal through Western Union for the whole group, which resulted in necessary adjustments of the agenda during Day 2 in order to provide enough time to solve the issue. 						





ANNEX I – Agenda

Day 1 : 25 April 2016

Topic: Introducing the case example

Chairs: Martin Smutny (ECRAN KE), Petr Roth (ECRAN SSTE)

Venue: Ankara Plaza Hotel, Kavaklıdere Mh., Bestekar Sk No:5

Start	Finish	Topic	Speaker	Sub topic/Content
08:30	09:00	Registration		
09:00	09:15	Welcome and introduction to the workshop	Representatives of the host country and EC Martin Smutny (ECRAN KE)	Welcoming the participants Introducing the agenda
09:15	10:00	Introduction to the case example	Petr Roth, ECRAN SSTE	Main features of the proposed project Key characteristics of the area
10:00	18:00	Departure from Ankara Site visit Return to Ankara	Representatives of Turkey (members of Nature WG) and Petr Roth, ECRAN SSTE	Familiarization with the SEPA Lake Tuz Visiting and reconnaissance of the potential building site to get familiar with environmental features of the area



Day 2 : 26 April 2016

Topic: Identification of the key issue and designing the AA and EIA procedure

Chairs: Martin Smutny (ECRAN KE3), Petr Roth (ECRAN SSTE)

Venue: Ankara Plaza Hotel, Kavaklıdere Mh., Bestekar Sk No:5

Start	Finish	Topic	Speaker	Sub topic/Content
08:30	09:00	Registration		
09:00	09:15	Summary of Day 1	Martin Smutny (ECRAN KE)	Main points discussed during Day 1 QA regarding the case example
09:15	09:45	Linkages between AA and SEA/EIA	Petr Roth (ECRAN SSTE) and Neven Trenc (TAIEX expert)	A brief overview of main topics discussed at the 1 st workshop, i.e., main similarities and differences between AA and SEA/EIA and possible models of interrelationship (Czech and Croatian examples)
9:45	10:45	Identification of the key issues	Discussion facilitated by Martin Smutny (ECRAN KE3)	Introducing the assignment Group work Presentation of the results <i>Based on the information about the case example, the participants will identify the key issues relevant to the proposed project and suggest which should be addressed in AA, and which in EIA</i>
10:45	11:15	Coffee Break		
11:15	12:30	Likely impacts and mitigation measures	Discussion facilitated by Neven Trenc (TAIEX expert) and Petr Roth (ECRAN SSTE)	Introducing the assignment Group work Presentation of the results <i>Participants will describe likely impacts on the key issues identified in previous session and propose</i>



				<i>measures to avoid, mitigate, or compensate these measures</i>
12:30	13:30	Lunch Break		
13:30	15:00	AA and EIA procedure	Discussion facilitated by Petr Roth (ECRAN SSTE)	<p>Introducing the assignment</p> <p>Group work</p> <p>Presentation of the results</p> <p><i>Participants will suggest the design of AA and EIA procedures for the case example</i></p>
15:00	15:30	Coffee Break		
15:30	16:30	Concluding session	Martin Smutny (ECRAN KE) and Petr Roth (ECRAN SSTE)	<p>Summary of main points discussed</p> <p>Recommendations for ECRAN countries</p> <p>End of workshop</p>



ANNEX II – Participants

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ANNEX III - Presentations (under separate cover)

Presentations can be downloaded from:

http://www.ecranetwork.org/Files/Workshop_Presentations_AA_EIA_April_2016_Ankara.zip



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