

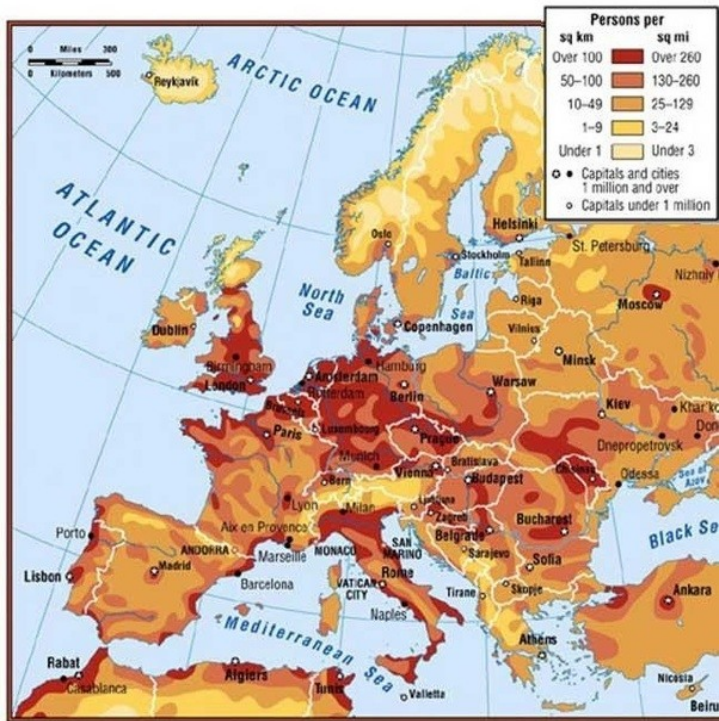
Summary of the UNECE Guidance on Land-Use Planning

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Main Challenge



Population Density



Seveso Sites

Main Challenge



Legal Context

Legal instruments on UNECE scale

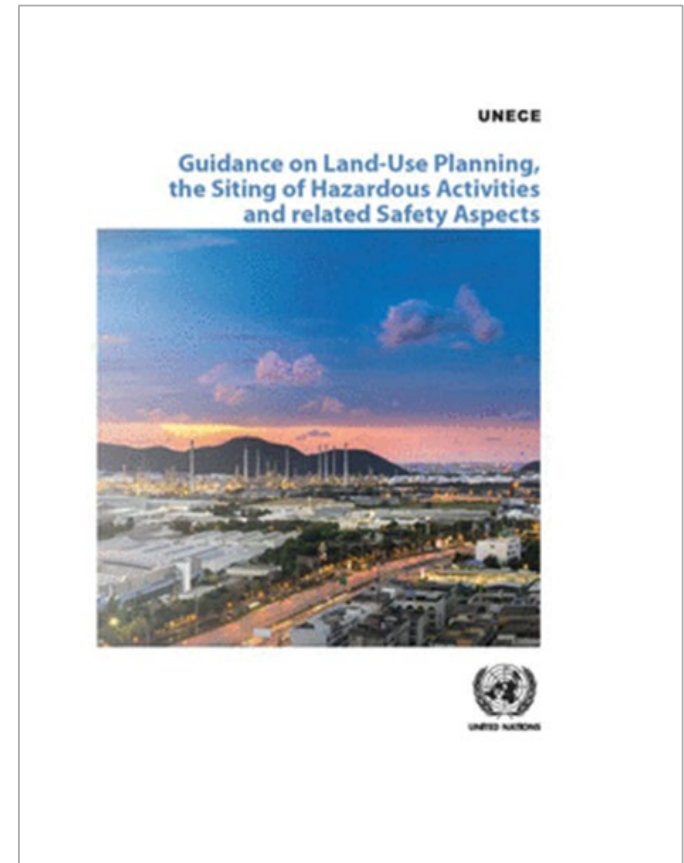
- Industrial Accidents Convention
- SEA Protocol
- Espoo Convention
- Aarhus Convention

Role of land-use planning for safety concerns

- Tool for limitation of potential consequences for high risk/low probability industrial accidents
- Substance – related
- Requires no „traditional“ safety distance but a zone with certain restrictions on land-use patterns

History

- 1980s: some countries establish safety concerns in land-use planning (LUP)
- 1991: 1st consideration of safety and LUP on multinational scale
- 1996: Seveso II Directive
- COP 2014: workplan to include sharing of good LUP practices
- April 2016: Joint workshop with presentation of draft guidance
- COP 2016: Final draft
- December 2017: Publication
- May 2018: Seminar on land-use planning and industrial safety (Mechelen, Belgium)



Guidance Objective

- General aim: verify whether the given or achievable level of risk near a hazardous facility is acceptable
- Easy to define on a generic level (principles, general obligations)
- Difficult on the implementation level (criteria, effect levels, approaches etc.)
- Implications with many other areas (civil law, administration history, administrative structure etc.)
- No „one and only“ recipe on how to handle the safety & land-use planning problem
- Guidance can only show the various solutions and approaches

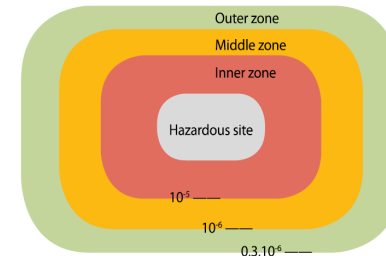
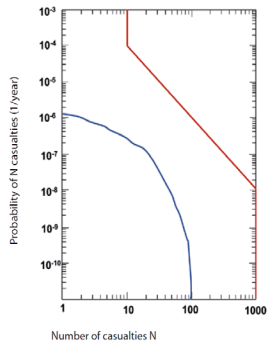
Contents of the Guidance

General Guidance

- List of relevant legal instruments, functions and interlinkages
- Main elements (e.g. addressing hazardous activities etc.)
- Experiences and Good Practices of member states
- Guidance on legal, procedural and administrative aspects

Technical Aspects

- Key procedural steps
- Various approaches



Limitations

- Different countries use different approaches (deterministic, risk-based etc.) with various mixtures of elements
- Different weighting of safety technology and emergency response
- Different understanding of „the state-of-the-art“ for safety measures
- Various generic assumptions with pragmatic motivation
- Different values for “endpoint” effect thresholds and failure frequencies
- Enhanced coordination and communication between experts is required to ensure that urban/spatial planners better understand the relevance

Thank you for your attention

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