



# Training workshop on SEA scoping

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# Scoping opinion

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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

Scoping can also identify, as far as possible:

- **territorial scope** of the assessment and key areas of concern,
- **stakeholders** to be involved,
- **data and information** to be considered

# Scoping opinion

Key purpose (I.):

- To formally define „scope“ of further analyses, i.e.

## Terms of Reference for SEA team

- Identify issues (topics) that SEA shall focus on, and set SEA boundaries (e.g. Air quality issues will be included, biodiversity will not be included, except for aquatic ecosystems)
- To specify requirement regarding the assessment of planning alternatives (if applicable or desirable)
- To specify any particular desired analytical method to be used in the SEA (e.g. Multicriterial analysis, or GIS map of conflicts between protected areas and planned infrastructure)
- To indicate strategic documents or environmental policy objectives to be included in the compliance analysis within the SEA

# Scoping opinion

Key purpose (II.):

- To identify stakeholders who must be consulted
- Specify requirements for the further consultation process (e.g. only one public hearing shall be organized in the capital city, or 3 additional public workshops has to be conducted in 3 potentially most affected districts)

# Scoping opinion (Cont'd)

Scoping opinion is NOT a review or response to or an approval of the Scoping report!

It should be entirely oriented towards the future phase of the SEA proces.

- Scoping opinion is an authoritative statement of the SEA authority, it might or might not adopt the point of view presented in the scoping report
- Scoping opinion is formulated based on the information presented in the scoping report AND opinions of relevant stakeholders gathered during the scoping process

# Case Example 1: SEA for Transport Sectorial Strategy 2

- 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)

# Key issues addressed in scoping

## Major issues:

- Biodiversity and Natura 2000
- Air quality
- Health

## Minor issues:

- water, cultural heritage, forests, soil

## Transboundary impacts



# Specific concerns for biodiversity

- Natura 2000 sites
- Special protected areas
- Loss of natural habitats
- Supra-regional and regional territorial systems of ecological stability
- Important landscape features
- 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)

# Specific concerns for 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 meters above sea level)

Total emissions in areas with poor air quality status

# Specific concerns for human health

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

# 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)
- **Soil:** general impacts on soil types
- **Cultural heritage:** nationally important cultural monuments and heritage reserves - impacts caused by vibration and aesthetic concerns
- **Climate change:** consistency with relevant targets for climate change mitigation in the transport sector

# Scoped-out

- Waste
- Soil and forests

**SEA team proposed to scope these out, however MoE required “full scope of assessment”**

**See the full text of the Scoping decision attached.**

# Proposed structure of the Scoping Opinion

See attached form

19 April 2016

# Suggestions for practical implementation of scoping procedure

- The SEA authority shall develop a capacity to properly consider:
  - Feasibility of required scope of SEA (time, costs, data availability)
  - Value added to the planning process (the ultimate aim is to help planning agency to prepare „greener“ plan or programme, not to hinder the planning proces)
  - Realistic potential for the environmental effects of the plan or programme (i.e. Steer the SEA to address key important environmental/health issues, to focus on aspects where the plan/programme can make a difference in the overall environmental situation, instead of insisting on analysing every theoretical (but in reality likely marginal) effect.

**Questions or comments?**

**Thank you for your attention!**

19 April 2016