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## Strategic environmental assessment: Academic considerations

Ex ante policy evaluation:  
focus on Impact Assessment

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## Aim

1. Considerations on SEA
  
2. Application on mobility issues (HIA and SEA)



## Origins of SEA

1. Uncovered aspects (time, scale) by project EIAs
2. EIA comes late in the decision record
3. Avoid repetitive EIAs
4. Improve effectivity, efficiency, quality of decision making, taking the environment into account



## Uncovered aspects

1. Origins: cumulative aspects
  - over time (e.g. cancer),
  - in space (e.g. water pollution in the same river / lake / basin)
  - faster impact on the effects
2. SEA responses:
  - strong in theory
  - limited to the planning level / limited interpretation of 2001 EU SEA Directive



## Timing of the decision record

1. Origins:  
some mitigating measures (e.g. mobility modi, location) and alternatives (e.g. other projects) are determined at the moment the EIA is submitted
2. SEA responses:
  - no study in Flanders on SEA effectiveness (internationally: Fischer & Gazolla, 2006; Jha-Takur et al., 2009)
  - difficult to define the appropriate moment (the dynamic nature of the decision record)



## Avoid repetitive EIA

1. Origins:
  - Some EIAs with a repetitive outcome have only a limited effect on environmental quality
  - Examples in Flanders: animal breeding facilities; waste water pipeline sections..
2. SEA responses:
  - E.g. Region wide SEA
  - SEA of strategic plans (e.g. Strategic harbour development plans)



## Added value

1. Origins:  
no longer and more expensive actions,  
but better documented decisions
2. SEA responses:  
no systematic evaluation of SEA in  
Flanders



## SEA for Mobility plans

1. 1st and future (?) Mobility Plans in  
Flanders
2. HIA of the mobility development in Hai  
Phong, Vietnam



## Mobility Plans in Flanders

### 1. 1st Flemish mobility plan (2002)

- 1st SEA in Flanders: experimental character
- SEA had limited impact on Mobility plan

### 2. Future Flemish mobility plan(s)

- SEA is not legally compulsory
- no indication of SEA or Sustainability assessment, yet the Policy Note for 2004-2009 mentions the need for an '*integrated impact assessment*' (Van Brempt, 2004)



## SEA for harbour areas

### 1. SEA of the Strategic Plan of the Ghent Harbour (2004)

### 2. SEA of the Strategic Plan concerning the delimitation of the Antwerp Harbour and its surroundings (2006-2007)



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Asia Pro Eco Programme II  
VN/ASIA PRO ECO/010 (131239)

Project  
**INTEGRATED MOBILITY PLANNING FOR HAI  
PHONG CITY, VIET NAM**

## **BASIC STUDIES**



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Institute of Marine Environment and Resources



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## Rationale of HIA for SEA

1. 3 scenario's of traffic development  
(based on measured data)
2. effects of air pollution, noise, safety  
(based on observed incidencies)



## Conclusions of HIA for SEA

1. HIA is possible (major uncertainties)
2. refinement of exposure assessment:  
models - combination with biomonitoring



## Conclusions

1. SEA in Flanders is subject to a quite narrow interpretation (scope; contents)
2. Many opportunities for SEA are un/  
under-used
3. Profiling of Flanders as a logistic hub necessitates impact assessment (SEA and/or Sustainability Assessment)



## References

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