Assessment of Cumulative Effects in Swedish Road and Rail Planning -- Improvement Suggestions

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Outline

EIA practitioners’ suggestions to improve assessment of cumulative effects in infrastructure planning
Framework

The Swedish Environmental Code requires cumulative effects to be assessed in EIA of road and rail projects.

Large potential of improvement to performance of assessment of CE.
Aim: to identify ways to improve assessment of cumulative effects in SEA/EIA of road and rail projects in Sweden

Two focus groups among EIA practitioners

Improvement suggestions by focus groups:
Assessment at early planning stages

Introduce CEA in SEA and Preliminary Study

Cumulative effects otherwise overlooked or given minor role
Requirements in EIA procurement

- Inclusion of CE assessment in the EIA
- CEA competence of consultant personnel

This poses demands on procurer competence concerning CE
CE not to be overlooked

Checklists include cumulative effects

Mechanism to secure stating what was not assessed
Improved dialogue in EIA

Improving communication in EIA will also improve treatment of cumulative effects

Improve means of public participation

Dialogue between many actor groups
Role of County Admin. Board

Crucial role of CAB in quality assurance of CE assessment

This poses demands on CAB competence concerning holistic view
Structured feed-back of experience

Perform more EIA follow-up

Communicate follow-up results

Learn from follow-up experience
Improved legislation

More limit values (legally binding), not only guideline values

Limit values for more environmental variables
Part of a landscape-oriented interdisciplinary research project:

www.includemistra.org

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