

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

Lennart Folkeson, VTI

Hans Antonson, VTI

J-O Helldin, Swedish Biodiversity Centre

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

Lennart Folkeson, VTI, Sweden

lennart.folkeson@vti.se