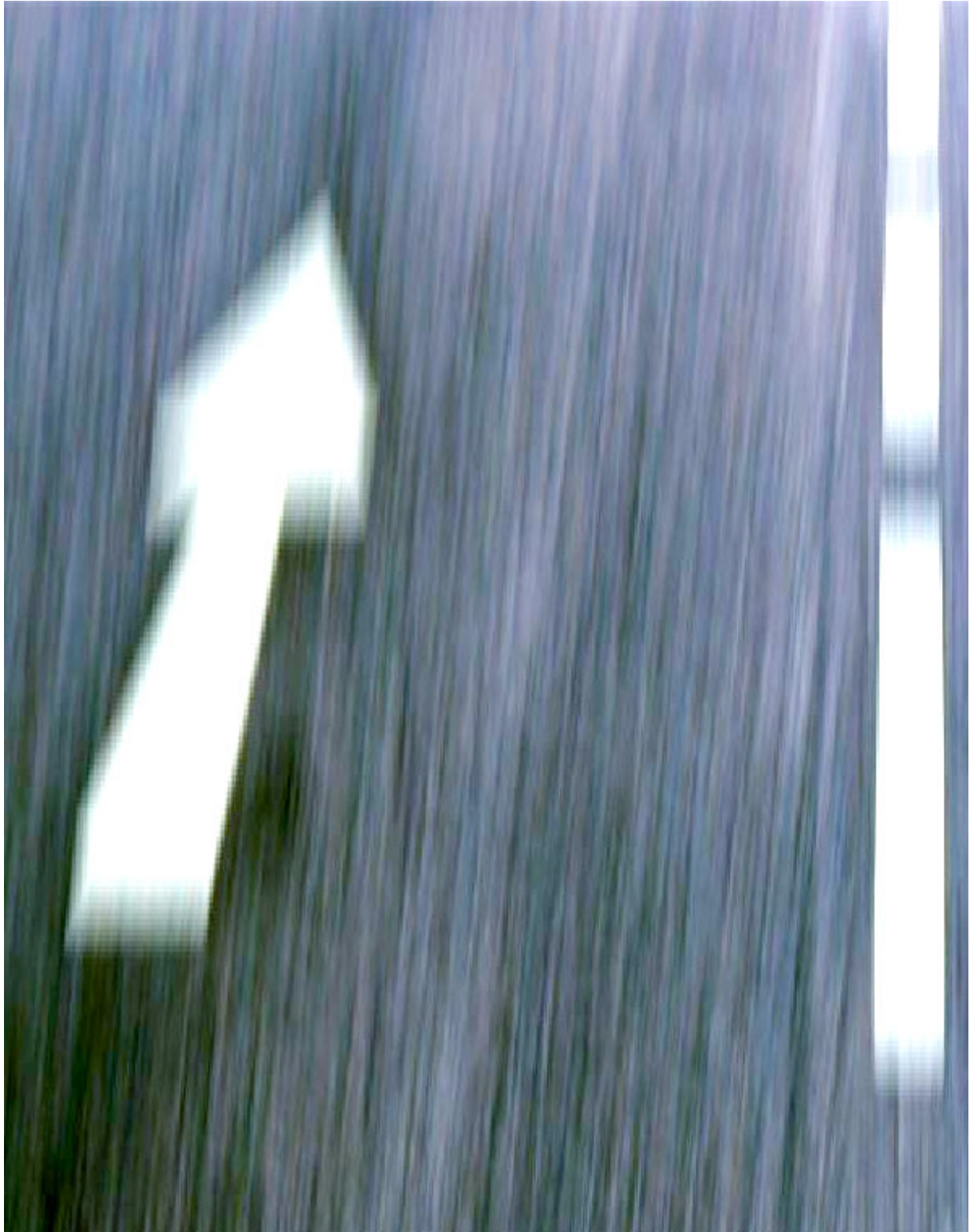


# **Transport Sectoral Plan, Part 1 Program Sustainability Assessment (with SEA)**



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## The Transport Sectoral Plan

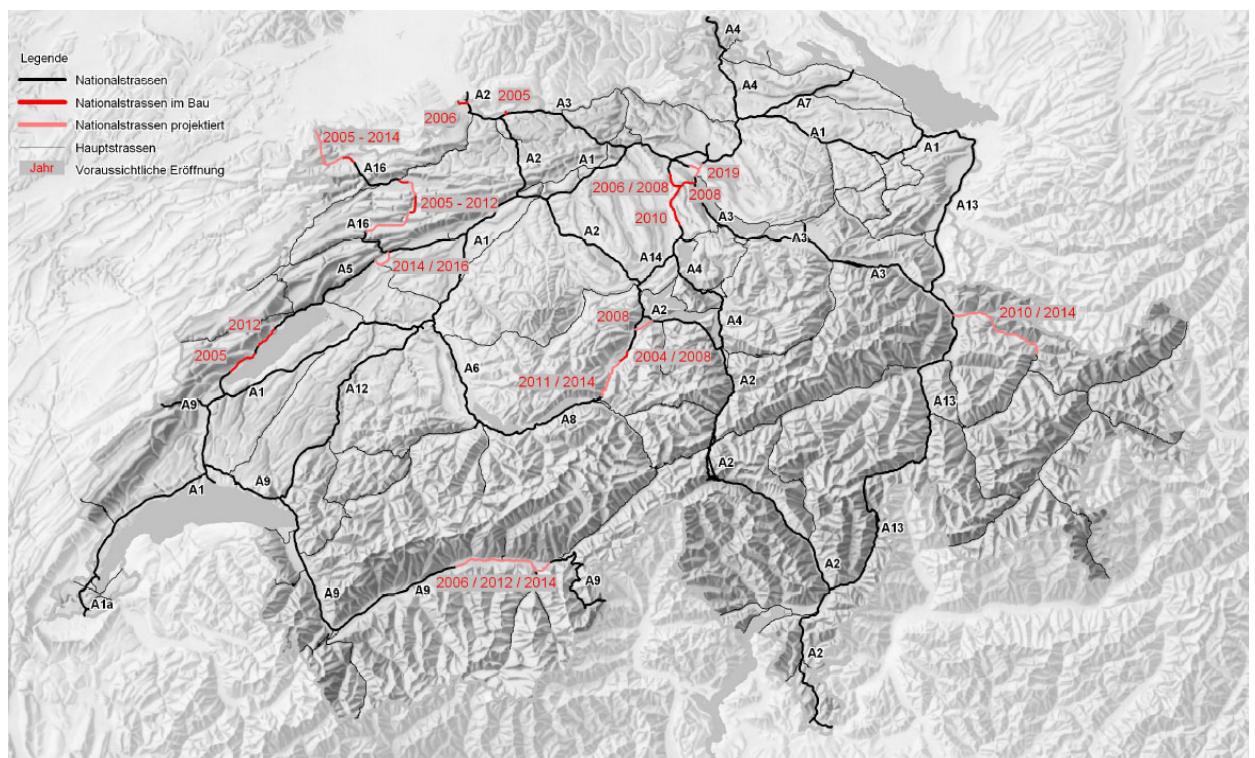
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- is the first transport plan at the national level in Switzerland
- is still in progress, approval by the Swiss Government is planned for Spring 2007
- is a planning tool of the Swiss Confederation: It coordinates tasks with spatial character and integrates them in the overall context of territorial development.
- defines the goals for transport infrastructure policy in general (in part 1 program)
- shows solutions and measures (in part 2 implementation)
- has to respect the principles of sustainable development: A sustainability assessment with SEA (pilot project) will be developed
- coordinates the different transport modes and takes into account the principles of territorial development
- informs the public

## Situation today

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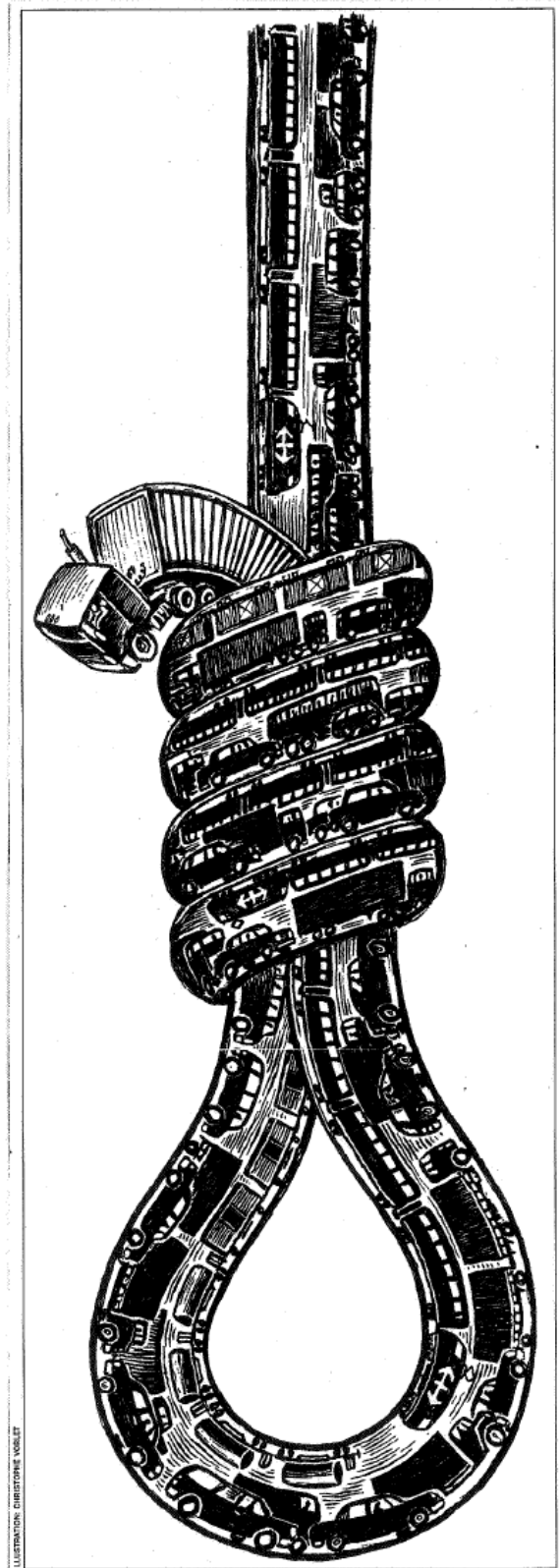
- Railway network is being expanded:  
AlpTransit Lötschberg (34 km tunnel) and  
Gotthard (57 km long base tunnel) under  
construction
- 42 % of goods traffic on rail
- External costs of road transport 3 billion euro  
per year, external costs of public transport 0.2  
bn euro/y
- Financing of the infrastructure:  
road 2.4 bn euro/y, public transport 1.2 bn  
euro/y
- National motorways



## Trend

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- Longer travel distances
- Change of modal-split to more individual traffic (less bicycle and pedestrian transport and less public transport)
- 20 % more passenger-kilometers (2000 - 2020)
- Capacity problems and conflicts with the environment
- Urban sprawl



## Objectives of infrastructure policy

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- capacity / quality / accessibility
- protect environment, natural resources, enhance quality of life (noise, air)  
reduce CO2 output  
-> but no reduction of the volume of traffic
- support an inward directed development of built-up areas and a better quality of life
- encourage the insertion of environment friendly means of transportation
- promote combined traffic for transit goods
- new infrastructures only when:
  - optimal use of the existing network is guaranteed
  - other means of transport are not possible
  - the constructions fulfil the principles of sustainability
- mobility pricing e.g. in towns or for alpine passes
- increase the amount of "slow" traffic (pedestrian, bike)
- promote ecological efficiency (e.g. traffic management, energy efficient cars)
- improvement of infrastructures (noise protection, wild life corridors)

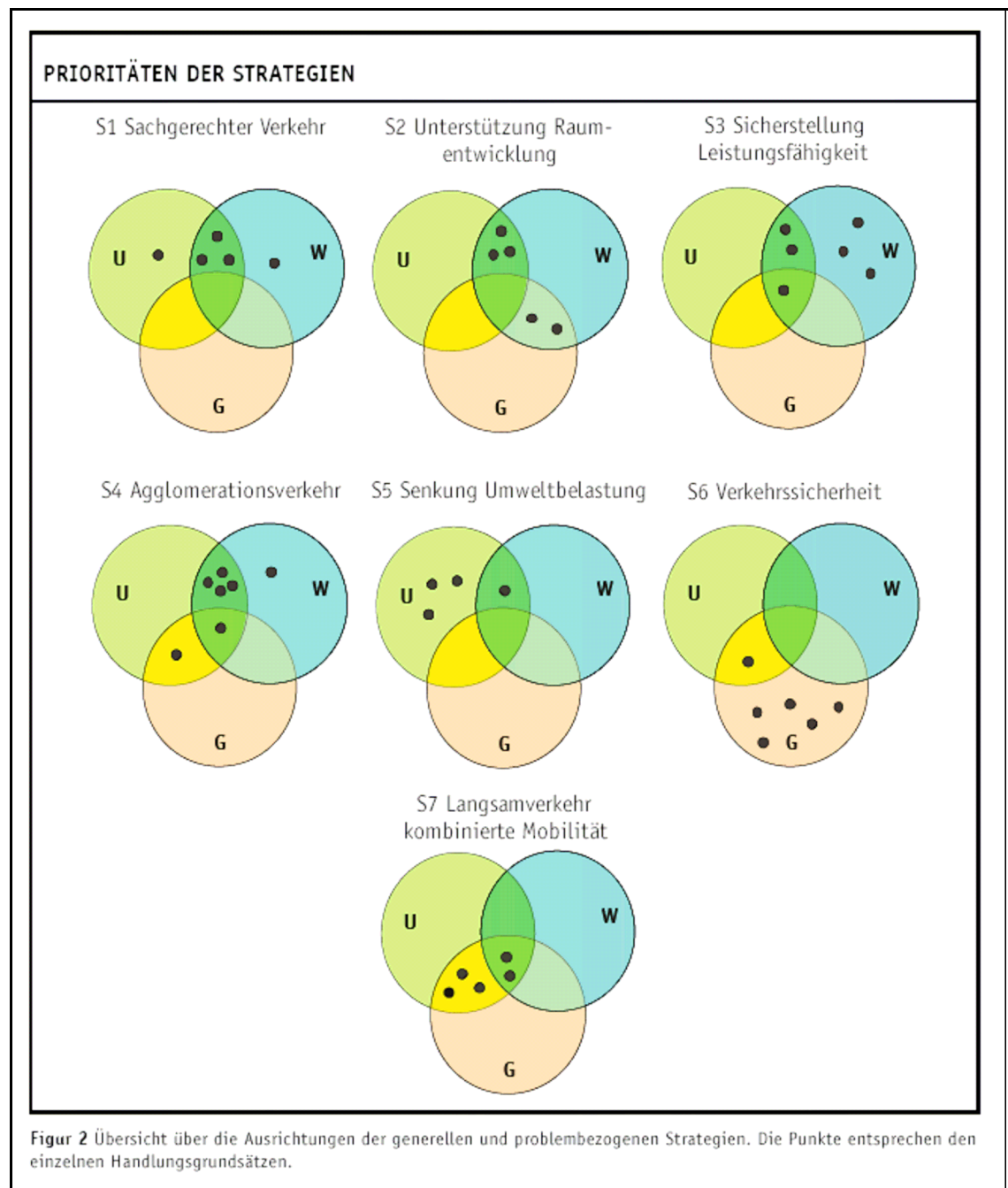


## Sustainability Assessment with SEA

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- Pilot project for an SEA together with a sustainability assessment
- SEA and sustainability assessment are not legally required in Switzerland
- Process oriented procedure (the 4th assessment draft in progress)
- The plan is on a strategic level (part 1 program)
  - the assessment is limited to objectives
- Integrated view is required: spatial planning - traffic

## Effects of the strategies



## Conflicts

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Conflicts of interests must be made transparent

- e.g.: increase of the capacity of the road system versus environmental damages
- e.g.: inward directed development of built-up areas versus additional environmental damage and reduction of urban quality of life
- e.g.: new road infrastructures versus undesirable structures of built-up areas

## Questions

- How should we treat these conflicts?
- Which are the best means to resolve them?



## Improvement of the plan

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- Built-up areas
  - > the influence of infrastructures on the development of built-up areas should be specified
  - > built-up areas should be limited
  - > structure plan of the cantons should be better coordinated with infrastructure programmes
- Avoidance of traffic
  - > strategies to avoid traffic should be implemented
- New infrastructures
  - > different transport modes must be considered
  - > thinking in alternatives is important
- Bicycle and pedestrian transport
  - > strategies should be developed to use the potential of "slow" traffic
- Participation
  - > strong participation of the population is crucial for sustainability

## Conclusions for SEA

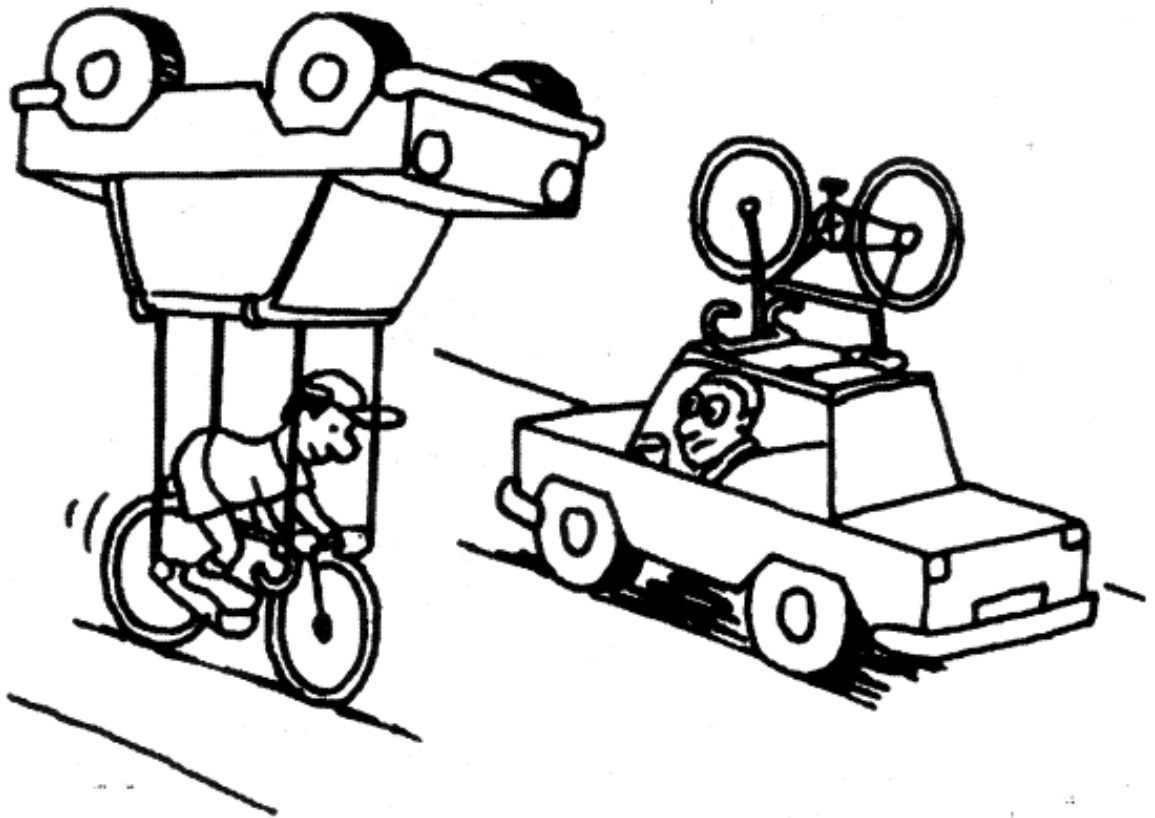
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- Whether the sectoral plan leads to a sustainable infrastructure policy, depends on how the strategies and principles will be implemented
- Necessity to guarantee their implementation with clear specifications
- Sustainability assessment (with SEA) is one step. Controlling, Monitoring, Evaluation are also necessary.
- Independent advisers are important (view from outside)
- An integration of SEA and sustainability assessment is possible
- Well-balanced plans have a better acceptance
- Time invested must stay within limits

### Question

Do we need a separate SEA and a sustainability assessment or is an integrated approach the solution?

## Hope for change



## Contact

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