

Italian national policies

Unfortunately there is no official English text...

Ministry for infrastructure and transport General directive – Year 2003

7) Transport policy

...greater impetus has to be given to rail and marine transport...

...the reduction of pollutant emissions (gas and noise) from vehicles has to be foreseen...

General plan for transport and logistic – January 2001

15.3 Environmental goals

...it has to be established that the need for mobility is in conflict with the demand of not alter in an irrevocable way the environmental equilibrium...

...By the actual knowledge on the environmental impact associated with the transport at a national scale, which suffer up to today from relevant problems on completeness of data and their integration with descriptive parameters of the pressure factors, it is anyway possible to state that the main goals at mid-long term are:

a) the reduction of the risk of climatic changes, by the reduction of CO₂ emissions...

b) the further reduction, within urban areas, of the atmospheric pollution levels, with particular attention to the "new" components now most under consideration (ozone, benzene, PM)

c) the reduction of the noise pollution, with special emphasis to the urban areas and the areas close to the great transport infrastructure (highways, railways, airports).

...Obviously, the analysis of the environmental goals has to compare with a strong diversification of the different components and the single regional territory, because both the reached critical state and the instruments theoretically available to cope with, are strongly technology- and local-context- dependent...

...it is important to notice that many of the environmental damage factors related to the transports – air pollution, noise, visual annoyance, accidents, traffic jams... - act on a limited area, local or regional, and the amount of the produced external costs is proportional to both their spatial density level and to the density of the potentially damaged population...

...Referring to the damages caused by the atmospheric environmental factor, the intensity of the local or regional impact can be even strongly modified by the specific spatial and meteorological pattern...

New general plan for transport and logistic Technical document

Appendix A 06

Guidelines for the drafting of the Regional Transport Plans (PRT)

2 The crisis of the regional planning and the characteristics of a new work method

2.4 The scientific method

...the adoption of the scientific method for the elaboration of the documents, that is for the management of investigation on the actual status, for the setting up of the mathematical models of supply and demand, for the simulation of the different options, for the economical, financial and environmental evaluations...

6 The strategic planning activities

6.2 The activities of the second phase: the assessment of future scenarios

c) Environmental assessment. The relevance of the environmental problem gained within the Italian society and the strong impact of the transport system on the environment, impose the evaluation of the effects induced by the different options even from this point of view...

**New general plan for transport and logistic
Tehcnical document
Appendix A 13
The problems of the transport sector: some research issues**

1.1 Strategic evaluation of the evolution in the field

...To direct the evolution of the field toward goals consistent with sustainable development scenarios, it is appropriate to develop methods and instruments for creating mid- and long-term scenarios and for the evaluation of the impacts due to the technological innovation, the transport policies and the transport systems itself...

...Methods and procedures have to be adopted for defining, in close cooperation with the decision makers, the technology and transport policies...

European Policies

EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

CONSOLIDATED RESOLUTION No 2002/2 ON COMBINED TRANSPORT [CM(2002)3/FINAL]

Filename: comb022e.pdf

That National and International Bodies:

- reinforce, both at national and international levels, co-ordination of the interaction between environmental, land use and transport policies;
- improve the framework for sound development and promotion of combined transport;

RESOLUTION No 2003/1 ON ASSESSMENT AND DECISION MAKING FOR INTEGRATED TRANSPORT AND ENVIRONMENT POLICY [CM(2003)4/FINAL]

Filename: Env031e.pdf

CONSIDERING:

- that integration of transport and environmental policies is fundamental to sustainable development;
- that improved decision making procedures are the key to more integrated policies;
- that tools to support better decision making developed by ECMT Member Governments should be more widely deployed.

AGREES:

- That good economic assessments of transport policy and project proposals are essential to ensuring efficient and robust decision making and cost effective use of resources;
- That appraisals of economic efficiency need to be supported with wider analysis that values — qualitatively and/or quantitatively — environmental, health and safety effects and reveals the distribution of costs geographically and in terms of the different communities affected;
- That integrated assessments are likely to be more effective than isolated economic, environmental, social and health appraisals;
- That integrated transport and environmental policy requires transparent decision making procedures that relate clearly to the results of economic and environmental assessments;
- That assessment and decision making procedures should be designed to facilitate rather than delay decisions¹;
- That co-operation between the Ministries responsible for transport, planning, the environment, infrastructure, regional development and health will be required to develop effective integrated appraisal procedures.

RECOMMENDS that systematic evaluation of economic, social and environmental effects should underpin all transport plans and programs and all major transport sector investments, and to this end the guidelines annexed below should be followed.

INSTRUCTS the Committee of Deputies to monitor best practice in the development of evaluation procedures and tools to support decision making.

GUIDELINES FOR GOOD ASSESSMENT AND DECISION MAKING SUPPORT

Overall

Systematic evaluation of economic, social and environmental effects should underpin all transport plans, programs and all major transport sector investments, as part of integrated assessment procedures developed in place of isolated economic, environmental, health and social evaluations;

As far as possible, similarly integrated evaluation should be incorporated into transport policy making;

Decision makers should be engaged in establishing the wider objectives that transport projects are intended to deliver for the economy and the community, through consultation with transport experts, planners, stakeholders and the public, early in the planning process in order to establish consensus and avoid challenges to project objectives at later stages with potentially high costs.

In relation to decision making support

Assessments should be presented in a way that directs decision makers to the key factors to weigh in their decision, highlighting trade-offs, risks and uncertainties, rather than making judgements in place of the decision maker.

The results of project, plan and program assessments should be presented to decision makers in a form that is simple, concise and clearly communicates the key issues;

Traceability must be assured and this can be done by referencing summary results to supporting analysis in successive layers of detail;

In relation to institutional arrangements and procedures

Assessments should be linked directly to the decision making procedures of elected and technical decision makers for full effect — integrated assessments as part of planning processes are therefore likely to be more effective than separate assessments undertaken in isolation;

Consultation with stakeholders and the general public is critical to the legitimacy of assessments and the durability of their results, it should begin early and be professionally conducted in order successfully to engage participation, and elicit and address the true concerns of the public;

Evaluations of infrastructure investments should be undertaken with equal rigor whatever the mode of transport concerned;

Cross-border consultations should be undertaken where necessary;

Ex post evaluations are important for verifying the results of assessments and for improving future project assessments;

Transport and land-use planning agencies may need training, support and additional expertise in the newer disciplines of environmental and health impact assessment; institutional capacity building is desirable even in respect of existing procedures.

In relation to the contents of assessments

Integrated assessments should aim at a systematic presentation of all relevant welfare effects (economic, health, environment, safety), where possible these should be quantified, otherwise they should be qualitatively described in a transparent way;

Assessments should contain explicit consideration of alternatives including the "non-implementation" option;

The uncertainties and limits of assessments should be made clear;

Assessments should explicitly account for significant distortions in the pricing of transport services and in the markets they serve as such distortions result in wider economic effects, both positive and negative, than captured in conventional cost benefit analysis;

Where additional positive effects, for example in terms of regional development, are important to the overall benefits of a project, the specific mechanisms by which they are delivered must be identified in order to be sure that the intended results are likely to be achieved;

Distributional impacts should be reported in sufficient detail, as the indirect benefits of regional development accrue to different people and places than initial transport benefits and their incidence is likely to change over time.

EUROPEAN TRANSPORT NETWORKS

Results from the transport research programme

Filename: european_transport_networks.pdf

Brochure produced by the EXTRA consortium for DG Energy and Transport and represents the consortium's views on research into European transport networks. These views have not been adopted or in any way approved by the Commission and should not be relied upon as a statement of the Commission's or DG Energy and Transport's views.

Evaluating environmental sustainability

A pilot strategic environmental assessment carried out in the transport research programme has provided the first comprehensive, quantified forecasts of the impacts of trans-European network policies and infrastructure on travel demand and emissions at the EU level.

In a baseline scenario, growth of tonne-kilometres in the EU is projected at 42% from 1994 to 2010, exceeding the 24% growth in person-kilometres. Air is the mode with the highest growth in passenger travel, while road has the highest growth in freight transport. Aggregate emission levels of CO₂ and SO₂ would continue rising overall, by 40% and 60% respectively from 1994 to 2010, while all other emissions would fall. Implementation of trans-European network projects would increase further the overall rate of growth of freight transport, with significant shifts to rail and inland waterways. Total passenger transport would grow less than in the baseline scenario, with a shift from car and air to rail. As a result, the negative trends in overall CO₂ and SO₂ emissions would be mitigated but not reversed.

Environmental assessment of trans-European networks

Appropriate methods for strategic environmental assessment (SEA) at the EU level are among the requirements of the guidelines for the development of the trans-European network. Major achievements of the transport research programme have been the development of a methodology for SEA and a software tool for assessment of air pollutant emissions, energy consumption, noise and safety impacts. The tool has incorporated methodologies for traffic and emission forecasting developed elsewhere in the programme.

Methods of estimation of atmospheric emissions from transport: European scientist network and scientific state-of-the-art action COST 319 final report INRETS report N° LTE 9901

Filename: C319finalreport.pdf

TRANSPORT RESEARCH LABORATORY PROJECT REPORT SE/491/98 METHODOLOGY FOR CALCULATING TRANSPORT EMISSIONS AND ENERGY CONSUMPTION Edited by A J Hickman

Filename: M22.pdf

METARAIL Project Final Report for Publication Methodologies and Actions for Rail Noise and Vibration Control Contract RA-97-SC.1080 Project funded by the European Commission under the Transport RTD programme of the 4th framework programme

Filename: METARAIL_Final_Report.pdf

Results from the transport research programme SUSTAINABLE MOBILITY

Filename: mobil.pdf

This brochure was produced by the EXTRA consortium for DG Energy and Transport and represents the consortium's views on research for sustainable mobility. These views have not been adopted or in any way approved by the Commission and should not be relied upon as a statement of the Commission's or DG Energy and Transport's views. The European Commission does not guarantee the accuracy of the data included in this brochure, nor does it accept responsibility for any use made thereof.

Transport RTD Programme Rail Transport

Filename: rail.pdf

Transport RTD Programme Road Transport

Filename: road.pdf

Sustainable Transport Policies EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

Filename: SustainE.pdf

Substantial progress has been made in improving the sustainability of transport in Europe in a number of areas and is reported here. Nevertheless there remain important problems and challenges:

- unsustainable rates of traffic growth, locally and in some cases at regional or international scales;
- sometimes severe noise, severance and intimidation nuisances from traffic in built up areas;
- persistent growth in emissions of greenhouse gases from road and air transport;
- poor air quality in specific locations despite major improvements in vehicle emissions controls;
- destruction and fragmentation of protected landscapes and habitats.

The European Conference of Ministers of Transport is working to improve policies and move towards solutions in many of these areas, notably:

- improved decision making incorporating best practice in cost benefit analysis and environmental assessment;
- efficient and coherent pricing and financing of infrastructure;
- reducing CO₂ emissions from road transport;
- promoting the use of low emission trucks;
- improving the competitiveness of road alternatives – rail and inland shipping – and removing barriers to international development of their markets;
- improving road safety;
- resolving conflicts between transport and sustainable development in urban environments.