

# Public participation in SEA and EIA: examples of a good practice

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# Public participation differs...

- Differences between public participation in SEA and EIA i.e. 'motivation to participate'
  - SEA: usually wider, more focused on 'finding solutions', stakeholders with positive attitude towards the plan/programme often participate
  - EIA: usually focused on likely negative impacts, a number of stakeholders is 'against' the project
- Differences between countries/regions
  - History/tradition of public involvement in decision-making
  - With/without well-established EIA and SEA system

# EIA for Road I/13, Czech Republic

# Czech Republic – context

- Long practice of SEA and EIA application
- SEA and EIA processes are opened to public (and access to justice) in all main steps in accordance with the national legal requirements (detailed Act on Environmental Assessment)
- Well-established web-based SEA and EIA Information System





- Public is used to use SEA and EIA as a standard tool to influence decision-making

# EIA for Road I/13 – background

- New 8.5km long section of the I. category road
- Two lines, width 11.5m
- Includes several crossroads and bridges (one 750m long and 40m high)
- Noise protection walls designed as a part of the project
- Expected transport capacity 13-15,000 cars / day

# I/13 Krásná Studánka - Dětrichov

 Hodnocený úsek silnice  
 Stávající silnice I/13



# EIA for Road I/13 – background

## Who is who

- Developer: National Highway and Road Directorate
- EIA Competent Authority: Regional Authority

## Milestones in EIA process

- Scoping carried out in 2017
- EIA report submitted January 2018 and returned back by the EIA Competent Authority (March 2018)
- Revised EIA report submitted in October 2018
- Public hearing organized in December 2018
- EIA quality assessment report published in May 2019
- Final EIA statement issued in June 2019

# Public participation

- Main initiative of affected municipalities + NGO Children of Earth + local inhabitants
- Comments submitted already in the scoping
  - E.g. more emphasis on risks of landslides
- A number of comments submitted on the 1<sup>st</sup> EIA report (from 28 subjects)
  - More detailed evaluation of alternatives (include reconstruction of existing road)
  - Further detailed hydro-geological survey is needed (already in EIA)
  - Outdated data in baseline analysis of biota, new field data needed
  - Missing analysis of likely impacts on surface waters (splashes from the road during winter time)
  - Missing analysis of likely impacts on agriculture land due to changes of the rain water regime
  - Missing analysis of likely impacts of car accidents (in particular on the bridge)
  - Effects on properties (decline of the value)




# Public participation – achievements

- Comments from public were one of the reasons the 1<sup>st</sup> EIA report was returned by the EIA Competent Authority
- Majority of comments addressed in the revised EIA report + acknowledged by the quality assessment



- Improved quality of EIA report
- Public comments considered in the final EIA statement (and thus should be considered in the permit)
- However, some issues raised remain not fully addressed (e.g. impacts on surface and underground waters)



# SEA of Master Plan for Acceleration and Expansion of Indonesian Economic Development 2011 – 2025 (MP3EI)

# Indonesia – context

- SEA first applied in 2007 – 2008
- Fully supported by international organisations and donors till 2012
- Growing number of SEAs financed from the national budget (mainly for provincial and district plans) since 2012 – 2013
- The Law on Environmental Protection and Management stipulates basic requirements regarding SEA

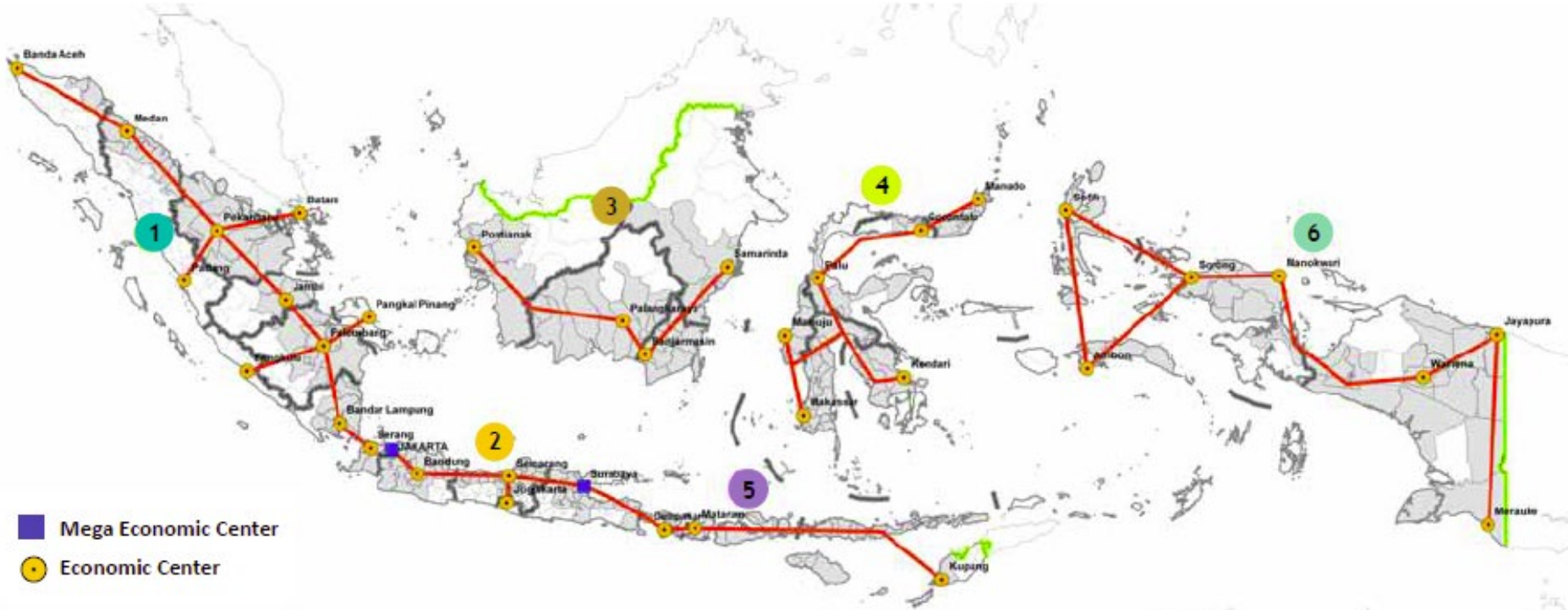
# SEA of Master Plan for Acceleration and Expansion of Indonesian Economic Development 2011 – 2025 (MP3EI)

- Government of Indonesia decided to carry out SEA as a part of the MP3EI amendments
- Funded by Danish Government (Environmental Support Programme, Phase 3)
- SEA conducted by consortium DHI and Integra Consulting from 6/2013 until 12/2014
  - Team of national and international experts
  - Core team of 10 experts + number of external inputs
- Altogether 7 parallel SEAs
  - SEA for MP3EI strategy
  - Six SEAs for individual Economic Corridors

# Main challenges

- MP3EI is not a part of any standard planning scheme in Indonesia
- MP3EI includes both strategic and project levels
- Size of area likely to be affected (i.e. entire Indonesia)
- **Efficient public participation**
- Data availability
- Approach of governmental structures





■ Mega Economic Center  
● Economic Center

- 1 Sumatra EC
- 2 Java EC
- 3 Kalimantan EC
- 4 Sulawesi EC
- 5 Bali – Nusa Tenggara EC
- 6 Papua – Kepulauan Maluku EC

# Approach to public participation

- Different for MP3EI Strategy and for Economic Corridors
- Stakeholders mapping carried out during the SEA Inception Phase – list of stakeholders both at the national and corridor levels
- MP3IE Strategy
  - Identification of national-wide issues and problems
  - Meetings and discussions with ‘umbrella’ NGOs
  - Participation of NGOs at the scoping and final presentations
- Economic Corridors
  - Focus on data and information about the area + main existing problems
  - Extensive participation of districts’ representatives (community leaders + local NGOs): scoping and impact assessment stage
  - Also used as SEA capacity building



# Economic Corridors – scoping

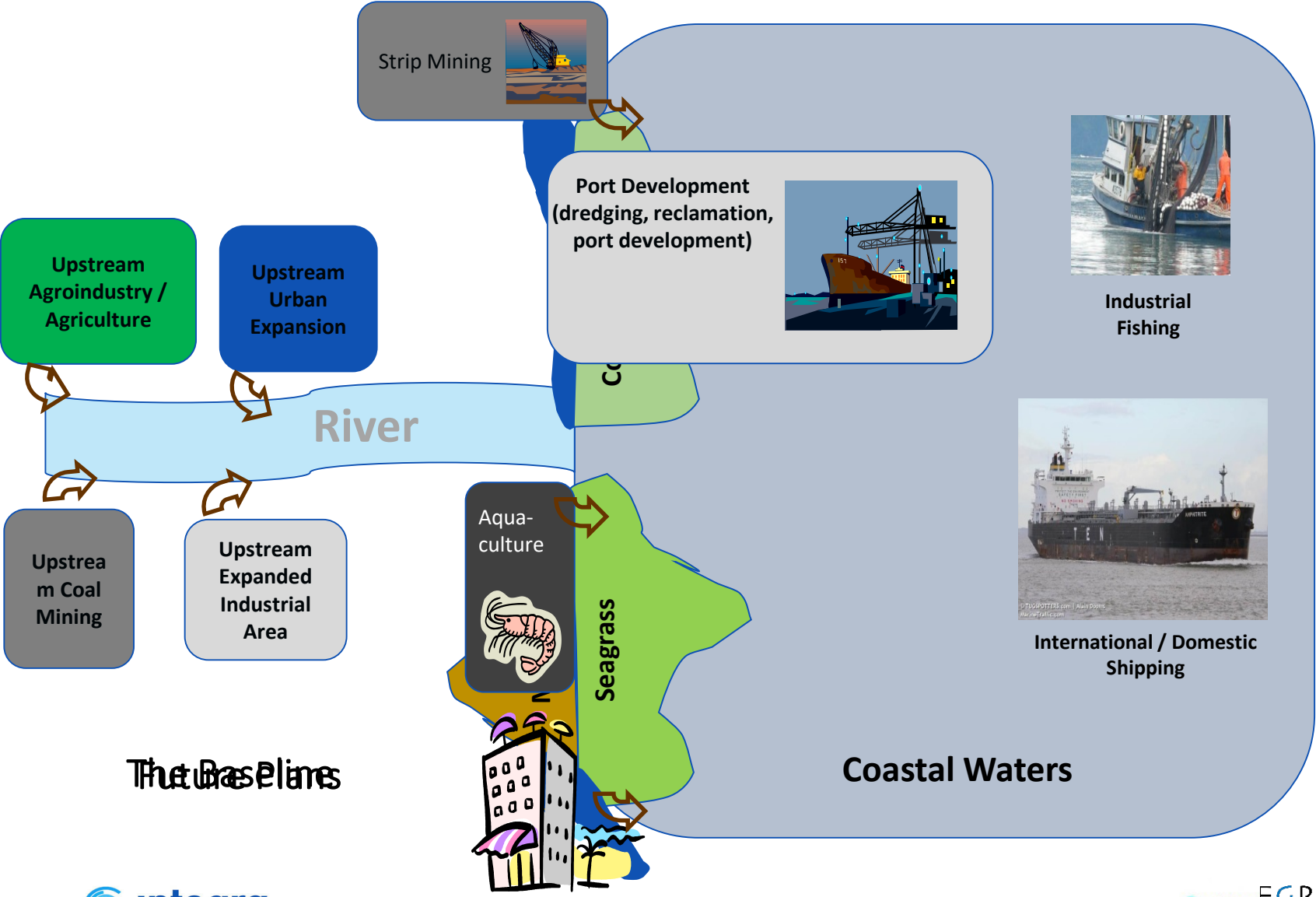
## Objectives

- Carry out planning-level ‘scoping’ capacity building for future application for the involved agencies and, also, to enhance stakeholder feedback;
- Present preliminary findings from Internal Scoping;
- Document and respond to questions or concerns from for consideration in subsequent analysis stages of the SEA; and
- Obtain additional baseline information and expert input that will aid subsequent analysis stage of the SEA.

## Outputs:

- Number of comments and inputs regarding baseline analysis and problems identification
- Feedback on the MP3EI proposed projects
- All summarized in the scoping report

# Example of scoping exercise: Coastal Degradation



# Conclusions

- Number of inputs received on
  - Data and information
  - Feedback on the key problems and likely impacts
- Enhanced stakeholders' understanding of SEA and its benefits and opportunities it can provide
- The approach to public participation was demanding and enabled only due to sufficient budget (international donor)

Thank you for your  
attention!