

SEA SCREENING TEMPLATE

Part A – Plan/Programme (PP) and Responsible Authority

Title of PP: National Transport Strategy & National Transport Master Plan

Responsible Authority: Authority for Transport in Malta (Transport Malta)

Contact Person: Stephen Camilleri

Position: Senior Manager (EU Affairs); Integrated Transport Strategy Directorate

Contact Address: Sa Maison Road, Floriana FRN 1612, Malta

Contact Phone Number: +356 25608114

Contact email: stephen.j.camilleri@transport.gov.mt

Date: 17/11/2014

Part B – Key Facts

Responsible Authority:
Authority for Transport in Malta (Transport Malta)

Title of PP:
National Transport Strategy & National Transport Master Plan

Purpose of PP:
The National Transport Strategy (NTS) will set the basis for transport policy in Malta. The NTS will set strategic goals and approaches for the long term based on research, an assessment of the current situation and scenario analysis of the future. The NTS will outline a long term vision and provide strategic direction for the development of the transportation system in the Maltese Islands up to 2050. The National Transport Master Plan (TMP) will define the medium and short-term programmes which be based on the strategic direction set out in the NTS. Medium-term programmes will schedule and prioritise the activities, projects and tasks over a 10 year time span.

Period covered by PP:
NTS up to 2050; TMP up to 2025.

Envisaged Frequency of Updates:
Possible updates following mid-term evaluation scheduled for 2017 and in preparation of the next EU programming period starting 2021.

Area covered by PP (ideally also attach map):
The Maltese Islands/

Summary of PP content:

The NTS includes:

- The strategic context and planning framework for the strategy;
- An identification of Malta's transport needs through data and problem analysis including a SWOT;
- Vision and objectives based on the outcome of the data and problem analysis;
- Strategic direction – 9 strategic themes have been identified so far as follows:
 - 1) Efficient utilisation of the existing transport system
 - traffic management and enforcement;
 - 2) Creating modal shift;
 - 3) Integrated approach to planning & design;
 - 4) Encouraging use of greener fuels & vehicles;
 - 5) Developing and maintaining the TEN-T and strategic transport network;
 - 6) Improving transport security and safety;
 - 7) Education and information;
 - 8) Making room for innovation and research;
 - 9) Financing and generating revenue.

The Transport Master Plan (TMP) sets out the policy and infrastructure actions that need to be taken in the period between 2014 and 2025 in line with the strategic priorities referred to above. The TMP may include actions that in themselves are actual or planned detailed action plans such as the ITS Action Plan, Road Safety Action Plan, Road Building Action Plan, Maritime Infrastructure Investment Plans, etc. Different action plans will be required for the various aspects of air, sea & land transport sectors or other of policy-specific nature.

Targets will be defined where possible and indicators identified to assess the progress being made. Monitoring based on available data will be carried out against these indicators and it is likely that new sets of data will need to be collected and analysed to be able to assess, verify and support efforts towards achieving the targets.

Continuous updates are found here: <http://www.transport.gov.mt/transport-strategies/strategies-policies-actions/transport-strategies-in-development/national-transport-strategy-and-master-plan>

Part C – SEA Criteria

| SEA Criterion | Yes/No (no other answer except Yes/No) | Explanation |
|---|---|---|
| <p>Is the PP subject to preparation and/or adoption by a national, regional or local authority</p> <p>OR</p> <p>prepared by an authority for adoption through a legislative procedure by Parliament or Government (Regulation 3)</p> | Yes | Transport Malta is responsible for the preparation of the NTS and the TMP. |
| <p>Is the PP required by legislative, regulatory or administrative provisions? (Regulation 3)</p> | Yes | Implementation of the National Transport Strategy and Master Plan includes funding of infrastructural projects through various EU and national funds such as the Connecting Europe Facility (CEF), EU Structural and Innovation Funds (such as ERDF and CF), other centralised EU funding schemes and national funds. The ex ante conditionality for transport found in Regulation (EU) No 1301/2013 requires the development of a Comprehensive Master Plan on which an SEA needs to be carried out. |
| <p>Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use</p> <p>AND</p> <p>does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Regulation 4(2)(a))</p> | Yes | The Strategy and Master Plan are being prepared for the transport sector. The Strategy and Master Plan sets a framework for future development consent in Annexes I and II to the EIA Directive in relation to measures related to the development of infrastructure. For example, the Strategy identifies, in strategic priority (5) developing and maintaining the TEN-T and strategic transport network, specific measures for which will be developed within the Master Plan. |
| <p>Will the PP, in view of its likely effect on sites, require an</p> | | Consultation with MEPA is required to assess whether the |

| SEA Criterion | Yes/No (no other answer except Yes/No) | Explanation |
|--|---|---|
| assessment under Articles 6 or 7 of the Habitats Directive? (Regulation 4(2)(b)) | | PP will require an Appropriate Assessment. |
| Does the PP determine the use of small areas at local level OR is it a minor modification of a PP subject to Regulation 4(2)(a) (Regulation 4(3)) | No | The National Transport Strategy and Master Plan are being developed on the national scale and cover the entire transport sector and the national requirements for transport at a national scale.. |
| Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Regulation 4(4)) | Yes | The National Transport Strategy and Master Plan will identify possible future investment in the transport infrastructure for land, air and maritime transport modes. |
| Is the PP likely to have a significant effect on the environment? (Regulation 4(5)) | Yes | It is likely that the investment in infrastructure as well as policy measures will have a direct impact on the environment. Investments that aim to reduce emissions and improve the efficiency of the network could also result in potentially positive significant impacts. |
| Is the PP's sole purpose to serve national defence or civil emergency OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7 OR Is it a financial or budget PP? | Yes | The development of the Plan is financed by ERDF 2007-2013. The implementation of the plan will be financed by a number of sources of funds – CEF, ESIF, other centralised funds and national funds. |

Part D – Likely Significance of Effects on the Environment

Responsible Authority: Authority for Transport in Malta (Transport Malta)

Title of PP: National Transport Strategy & National Transport Master Plan

| Criteria for determining the likely significance of effects on the environment | Likely to have significant environmental effects? Yes/No (no other answer except Yes/No) | Summary of significant environmental effects (negative and positive) |
|---|--|--|
| the degree to which the PP sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources | Yes | Both potential negative impacts are likely (where increased development is considered in relation to, for example, port development and road development), as well as potentially positive impacts where a reduction in emissions from the transport sector is sought. |
| the degree to which the PP influences other plans and programmes including those in a hierarchy | Yes | In particular, the National Transport Strategy and Master Plan are taking into consideration outcomes of the Strategic Plan for the Environment and Development (SPED), a draft of which has been developed by the Malta Environment and Planning Authority. The Strategy and Master Plan may also influence aspects of the SPED. The two plan-making authorities are in regular contact with regards to developments of each sectoral plan. |
| the relevance of the PP for the integration of environmental considerations in particular with a view to promoting sustainable development | Yes | The transport sector is particularly relevant in terms of considering emissions and air quality that also has implications on human health, as well as potential considerations for material assets and land/marine uptake as a result of infrastructure development projects. |
| environmental problems relevant to the PP | Yes | The National Transport Strategy and Master Plan are relevant in addressing the issue of |

| | | |
|--|-----|--|
| | | emissions from the sector and significant issues related to air pollution and emission of GHGs. Other indirect impacts include impacts on human health, both in terms of emissions and noise and direct health effects, as well as in terms of creating stress when considering inefficiencies in the network and drivers spending significant time in traffic jams. Other impacts are related to potential loss of habitats, flora and fauna, impacts on landscape, threats to freshwater bodies (during construction and operation), and soil sealing. |
| the relevance of the PP for the implementation of Community legislation on the environment (e.g. PPs linked to waste management or water protection) | No | The National Transport Strategy and Master Plan focus on transport. |
| the probability, duration, frequency and reversibility of the effects | Yes | Potential impacts identified are considered likely to occur, some of which will be long-term and largely irreversible in relation to infrastructural development and potential loss of natural habitat and impacts on ecosystems (and their services). |
| the cumulative nature of the effects | Yes | Certain measures are likely to result in cumulative positive effects where, for instance, a number of measures will be carried out that are considered to result in positive impacts, e.g. measures related to modal shift, together with implementation of measures promoting the use of greener fuels and vehicles are expected to result in cumulative positive effects on air quality. Potential negative cumulative impacts are also possible, depending largely on the infrastructural development projects. |
| the transboundary nature of the effects | No | Transboundary significant impacts are not anticipated. |
| the risks to human health or the environment (e.g. due to accidents) | Yes | Addressing air emissions should affect risks to human health as well as addressing inefficiencies |

| | | |
|---|-----|--|
| | | in the network. Whether the measures will result in significant benefits, requires assessment. The Strategy also directly aims to improve transport security and safety. |
| the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected) | Yes | The National Transport Strategy and Master Plan are national documents, addressing the entire transport sector. |
| the value and vulnerability of the area likely to be affected due to: (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values (iii) intensive land-use | Yes | Potential positive impacts could be anticipated in relation to air quality standards / limit values. The Master Plan could potentially affect areas with special natural characteristics or cultural heritage. |
| the effects on areas or landscapes which have a recognised national, Community or international protection status | Yes | Potential impacts on landscape could occur depending on the infrastructural projects anticipated through the Master Plan. |

Part E – Summary of Environmental Effects

Improvements in relation to air pollution from the sector and GHG emissions could be accrued through the development and implementation of the Strategy and Master Plan, particularly through implementation of measures related to modal shift, and encouraging the use of greener fuels and vehicles. However, creating modal shift could also result in negative environmental impacts depending on how this is laid out in the Master Plan, for example, developments that might result in negative impacts on the marine environment and landscape, for example, if port development is required to promote modal shift. In addition, the development of infrastructural projects could result in a number of impacts as listed above, including impacts related to loss of biodiversity and ecosystem services, soil sealing, impacts on landscape, impacts on cultural heritage, impacts on the marine environment, impacts on freshwater bodies including aquifers, impacts on population and human health including noise impacts.

Part F – Screening Outcome

Screening is required under the Strategic Environmental Assessment Regulations, 2010 (Legal Notice 497 of 2010). It is our view that:

- An SEA is required because the PP falls under the scope of Regulation 4(3) of the Regulations and is likely to have significant environmental effects
- An SEA is required because the PP falls under the scope of Regulation 4(4) of the Regulations and is likely to have significant environmental effects
- An SEA is not required because the PP is unlikely to have significant environmental effects.

Stephen Camilleri

Name of Officer responsible for the Screening Report

Signature of Officer responsible for the Screening Report

Transport Malta

Name of Responsible Authority

Date: 25th November 2014.

2014 Tasks

NSDS Scoping Report

A scoping report justifying the rationale as to why the review of the NSDS should be carried out as well as the emerging sustainable development principles on which the review should be based has been drafted, and is to be reviewed and approved internally to kick start the process of the review.

SD Annual Report 2014

The Annual report has been finalised and should be reviewed internally prior submitting to the Ministry Secretariat. A key aspect to be noted is the negative criticism received that the 2013 Annual Report was short of information. Hence reflection as to what additional information can be added may be considered.

SD Checklist

The Checklist (which is not mandatory, but good practice) to be utilised by the EU Project proponents in line with SD is finalised and needs to be consolidated together with PPCD/MEAIM once approved internally.

SD Website

Discussions are ongoing with IMU MSDEC to improve the layout and content of the site.

Secretarial duties icw the SEA Focal Point, the Guardian of Future Generations and the Sustainable Development Network

Relevant folders and files are on the shared folder. A secretary needs to be identified to take over these duties.

Payment for Management Areas

Handover of payments process has been given internally.

Vote 5714

A draft breakdown of costs has been drawn up.

All folders and files related to these tasks can be found in the shared folder

Mainstream SD through Local Council by encouraging the adoption of a Local Agenda 21

There is not enough details of the terms of this approach at my end. However MSDEC has committed that guidelines can be drawn up to encourage Local Councils to draw up a Local Agenda 21 by Q3.

Educational Campaign on SD (based on revised NSSD)

There are no details of the terms of the campaign at my end.

Tasks which the undersigned can work on in Q1 bridging to Q2 2015 (based on Manifesto and SD work plan and in order of priority) on a 25 hour working week

SD Annual Report 2014 – 75 hours

Additional information shall be included through the gathering of information from the SD Focal Points in terms of what were the policies and objectives which they were working on during 2014 as well as how they ensured that sustainable development was integrated into these policies and objectives during the same year.

SD Checklist – 75 hours

Obtain more information about SD evaluation and monitoring from MEAIM and analyse checklist to improve the current draft SD Checklist

SD Website – 75 hours

Continue developing the website to accommodate current and future information as well as improve visibility.

NSDS Scoping Report – 80 hours

Commence review by launching an internal and external public consultation to draw up the Vision and Objectives which can be done online. In parallel an exercise to determine the challenges and priorities (SWOT Analysis) for the country through the SD Focal Points can also be triggered. Hence verification on whether this can be carried out online (given that no other official can work on SD at the time being) will be identified.

Educational Campaign on SD (based on revised NSSD) – 150 hours

A campaign proposal based on the principles of SD can be explored to bridge the SD principles and the objectives of the same three SD dimensions. Key factors to consider are the audience, the platform, monies and human resources in terms of targeting and implementation.

Sustainable Development Training proposal – 100 hours

A training proposal can start being developed to be mainstreamed through CDRT. In view of this issue the Centre for Environmental Education and Research (CEER - Paul Pace) may also need to be

considered to link training with the Vote 5237 allocated for CEER and the deliverables MSDEC would want to achieve.

SD Checklist Training proposal – 100 hours

A training proposal to train government employees on the application of the checklist during the drafting of EU project proposals can start being developed to be mainstreamed through CDRT or other fora.

The remaining 15 hours from my current working hours can be devoted to another official to cover the secretarial and administrative duties of the SEA Focal Point, the Guardian of Future Generations and the Sustainable Development Network. The undersigned should be kept in copy with any emails related to the Guardian and the Network.

Tele-working with flexible hours would commence as from 1st January 2015.

Karina Fiorini
December 2014

