

STEP 1

SCENARIO: Slovenian Markets First

Take in account as well nature, population, economical development, well being and international relations issues



Available material:

1. GEO3 scenarios for Europe
 2. Current situation in Slovenia – see step 0 -
 3. Comparison with the situation 15 years ago – see step 0 -
-

Characteristics in this scenario for Slovenia : narrative/story

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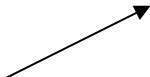
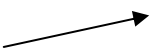
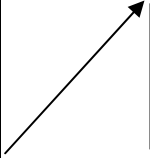
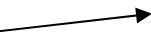
Characteristics in this scenario for Slovenia : narrative/story

STEP 2:

Identify environmental and other impacts in two GEO3 scenarios

- check the list of impacts, identify other possible impacts, that are not listed
- identify trends of the impacts by scenarios







IMPACTS OF SCENARIOS TO TRANSPORT ISSUES	Trends in scenario: Transport Slovenian Markets First	Trends in scenario: Transport Slovenian Policy First
Emission from transports that influence ozone formation	 <div data-bbox="730 633 965 712" style="border: 1px solid black; padding: 5px; width: fit-content;"> More trade means more transport. </div>	 <div data-bbox="1157 589 1375 734" style="border: 1px solid black; padding: 5px; width: fit-content;"> Economic growth stable, more effective policy to reduce ozone formation </div>
Exposure of population to excessive noise from transport	 <div data-bbox="689 779 954 925" style="border: 1px solid black; padding: 5px; width: fit-content;"> More trade, more transport. High urbanisation more people exposed to noise </div>	 <div data-bbox="1157 813 1401 913" style="border: 1px solid black; padding: 5px; width: fit-content;"> Effective policy to reduce noise from transport </div>

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IMPACTS OF SCENARIOS TO TRANSPORT ISSUES	Trends in scenario: Transport Slovenian Markets First	Trends in scenario: Transport Slovenian Policy First
Impact to well being		
Impact to biodiversity		
Information support needed	More information needed about EU subsidies for green/clean vehicles.	Compliance information

Transport

STEP 3a:

Scenario: Slovenian Policy First

Identify Driving Forces

Available material:

- o GEO3 driving forces (to be elaborated more in detail for Slovenia), demography, economical development, human development, science & technology, governance, culture, environmental pressures and material from previous steps



DRIVING FORCES
Population growth
Social
Environment
Globalization

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DRIVING FORCES

Population growth – aging society: many people, elderly people, less youngsters, longer life expectancy at birth, a lot of problems can be solved with money...

Social – individualized society, as long as our own garden is green, our own drive is clean....

Environment – under pressure, development of clean/green technologies as long as there is money to invest in innovations.

Globalization – doing business is the important thing, whenever, wherever. Goods (and services) have to be transported all over the world.

Transport

STEP 3b:
Identify Goals
Scenario: Slovenian Markets First



GOALS

Improve cleaner/greener car/vehicle technology (less emissions)

Transport

STEP 3b:
Identify Goals
Scenario: Slovenian Policy First



Transport

GOALS

STEP 4:

**Identify Policy Options/Measures
Scenario: Slovenian Markets First**



Policy Options/Measures

Subsidize cars/vehicle with cleaner/greener technology

Allocate more public money for research and development/innovations on technology.

Transport

STEP 4:

Identify Policy Options/Measures

Scenario: Slovenian Policy First



Policy Options/Measures

Transport

STEP 5:

Confront all identified policy options/measures for scenarios from step 4 with current policy options/measures and identify gaps

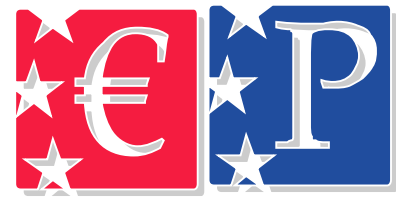


Current Slovenian policy options/measures	Gap analyses:missing policy options/measures derived from 2 scenarios from workshop:
<ul style="list-style-type: none">-introduce appropriate energy taxation-establish the CO₂ emission reduction measures-increase the energy efficiency-increase investments in research, development and promotion-increase use of renewable energy sources-introduce energy-efficient public procurement-align excise duties on petrol and diesel fuels-improve logistics and assure more efficient freight operations-implement appropriate emission abatement strategies for transport-lay down stricter environment protection standards concerning transport (engine technology, fuel quality, expert adjustments of engines)-limit travel speed to a level at which fuel consumption is most efficient-monitor limit values of the main transport pollutants (SO₂, NO₂, PM₁₀ and O₃)-set down community noise emission limits-harmonise EU noise assessment methodology-establish noise control-incorporate transport sector into the biological and landscape diversity strategy and implement the EC habitats directive-establish measures for reducing the risks of accidents involving animals (fences, reflectors, smell signals, etc.) and for mitigating the effects of these measures (guiding fencing for wandering, under- and over-passages)-establish guidelines for road and rail construction that involve some measures for providing passages for animals-implement the general framework for the conservation of habitats and species, the UN Convention on Biological Diversity--assure the environmental impact assessments that include also the transport indicators-develop land use policies, including restriction of the additional transport developments in certain areas-integrate the transport policy and land use planning and specify appropriate location of activities requiring journeys with focus on the development of Euro-corridors (ESDP)-assure appropriate educational programmes to raise people awareness-limit the permitted blood alcohol level and speed limits as well-introduce traffic control measures-improve technical safety performance standards-encourage improvement of road infrastructure-control discharges of oil in the Mediterranean sea-establish the aerial surveillance programmes to prevent or detect any violation of these regulations-assure total control of the persistent compounds and specific quality objectives for non-persistent compounds-reduce marine pollution by the provision of adequate waste reception facilities in all ports-control observed slicks in "special areas" where discharges are prohibited-implement the directive on end-of-life vehicles-assure fair pricing instruments and developed charge structures-provide maximum accessibility at the lowest cost to the environment and society-assure better integration of spatial and transport planning-limit developmental and operating costs for public transport and discourage competition from private vehicles-modernize public transport and assure its privilege role in urban traffic arrangements	

Transport

STEP 5:

Confront all identified policy options/measures for scenarios from step 4 with current policy options/measures and identify gaps



- protect and promote modes which are most energy saving, pollution free and least dangerous to others (cycling, walking and public transport)
- increase use of local and regional passenger transport system
- achieve objectives of the EU's common transport policy with regard to efficiency, quality and sustainable mobility
- create infrastructure network that is interoperable within modes of transport and encourage intermodality between different modes of transport
- fund network already decided upon, by targeting investments on the elimination of bottlenecks
- use two or more modes of transport, in an integrated transport chain – intermodality
- develop policy with respect to investments in more environment friendly modes
- control transport demand and decouple transport growth from economic growth
- stimulate a shift towards cleaner fuels through differentiated fuel taxes
- stimulate fuel efficiency and reduction in fuel demand
- introduce the “command and control” measures that directly reduce emissions or other kinds of external impact
- introduce pricing mechanisms (e.g. taxes, charges, subsidies) that give incentives to change users' behaviour towards cleaner transport
- implement the Directive on the principles of infrastructure charging
- shift to less energy consuming modes (like rail)
- reduce congestion
- enhance the integration of energy-efficiency considerations into other non-energy policy and programme areas
- implement the EU strategy and cut the average CO₂ emissions of new cars sold in the EU by around one third
- use financial instruments for supporting sustainable local and regional transport through the structural funds
- use logistics and fleet management systems to minimise empty journeys and generally increase the efficiency of freight transport (Germany example)
- combine transport chains to facilitate the interconnection of the modes and the tracking of consignments (Germany example)
- promote environment-friendly transport (Denmark example)
- increase use of alternative fuels, like electricity, liquefied petroleum gas (LPG), natural gas (NG), alcohol mixtures, hydrogen and biofuels
- introduce inspection and maintenance programmes
- implement EU legislation on pollutant emissions from new motor vehicles in proportion
- determine standards for limiting the emissions
- determine standards for using catalytic converters on petrol cars
- implement the EU strategy on the integration of environment and sustainable development into the transport policy
- integrate environmental concerns of a transport strategy into the following instruments: integrated spatial planning, demand management, improvement of modal split, environmental measures and safety measures
- implement the integration objectives of the European Council that were formulated at Cardiff, Vienna and Helsinki and imply cooperation between the transport and environmental ministries
- implement the Convention on access to information, public participation in decision-making and access to justice in environmental matters (UNECE, 1998)
- develop adequate instruments and applicable data for regular evaluation, follow-up and monitoring
- evaluate the effectiveness of national and regional policy measures and strategies
- implement the 2001 SEA directive (Strategic Environmental Assessment Directive)
- implement the Aarhus Convention on access to information, public participation in decision-making and access to justice in environmental matters (ECE/CEP/43) (environmental education and awareness among the public through the provision of environmental information)
- develop policies aimed at awareness raising
- monitor effects of behaviour changes
- sustain a basic level of services and public transport in small and middle-sized cities in rural areas
- define safer transport routes and assurance obligatory effort for specially dangerous transport
- diverse transport of dangerous substances and transport of special load/cargo to the rail
- establish information system for detailed survey of dangerous substances transport

Transport