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

STEP 1

SCENARIO: Slovenian Policy First

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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	More trade means more transport.	Economic growth stable, more effecttive policy to reduce ozone formation
Exposure of population to excessive noise from transport	More trade, more transport. High urbanisation more people exposed to noise	Effective policy to reduce noise from transport

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
Impact to well being	☹	😐
Impact to biodiversity	☹	☺
Information support needed	) More information needed about EU subsidies for green/clean vehicles.	) Compliance information

STEP 3a:

Scenario: Slovenian Policy First

Identify Driving Forces

Available material:

- 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

STEP 3a:

Scenario: Slovenian Markets First

Identify Driving Forces

Available material:

- 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 – aging society: many people, elderly peoply, 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.

STEP 3b:
Identify Goals
Scenario: Slovenian Markets First

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

STEP 3b:
Identify Goals
Scenario: Slovenian Policy First

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.

STEP 4:

Identify Policy Options/Measures
Scenario: Slovenian Policy First

Policy Options/Measures

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:
-introduce appropriate energy taxation	
-establish the CO_2 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 (SO_2, NO_2, PM_{10} 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, biodiversity 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	

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 trough 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 CO_2 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 Århus 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 an 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	