

# Strategic Environmental Assessment (SEA) In Thailand

## Virtual SEA Training programme for high-level decision-makers

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Professor

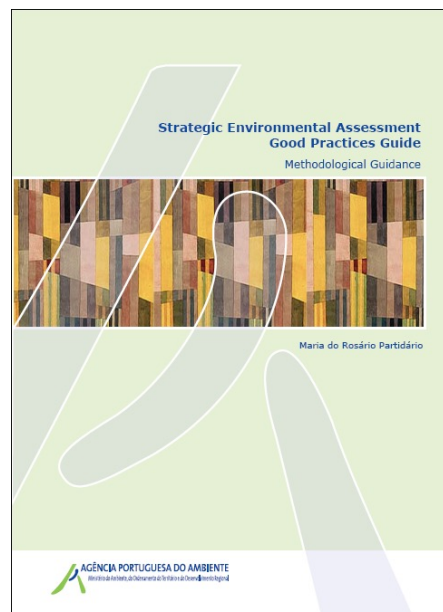
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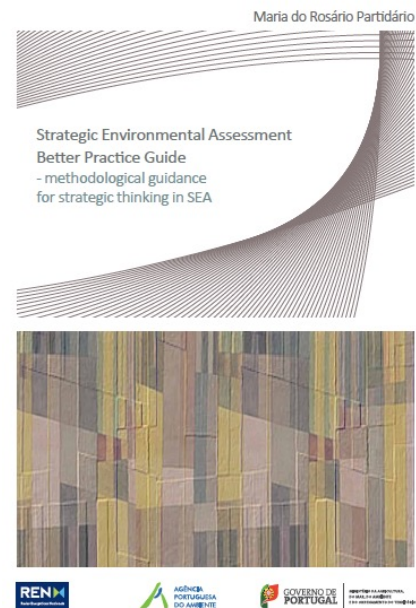




2002



2007



2012

戦略的環境アセスメント実務ガイドランス

- SEA で戦略的思考を行うために

戦略的環境アセスメント実務ガイドランス

- SEA で戦略的思考を行うために

Strategic Environmental Assessment Better Practice Guide  
Methodological guidance for strategic thinking in SEA

リスボン大学高等技術研究所(IST-UTL)教授

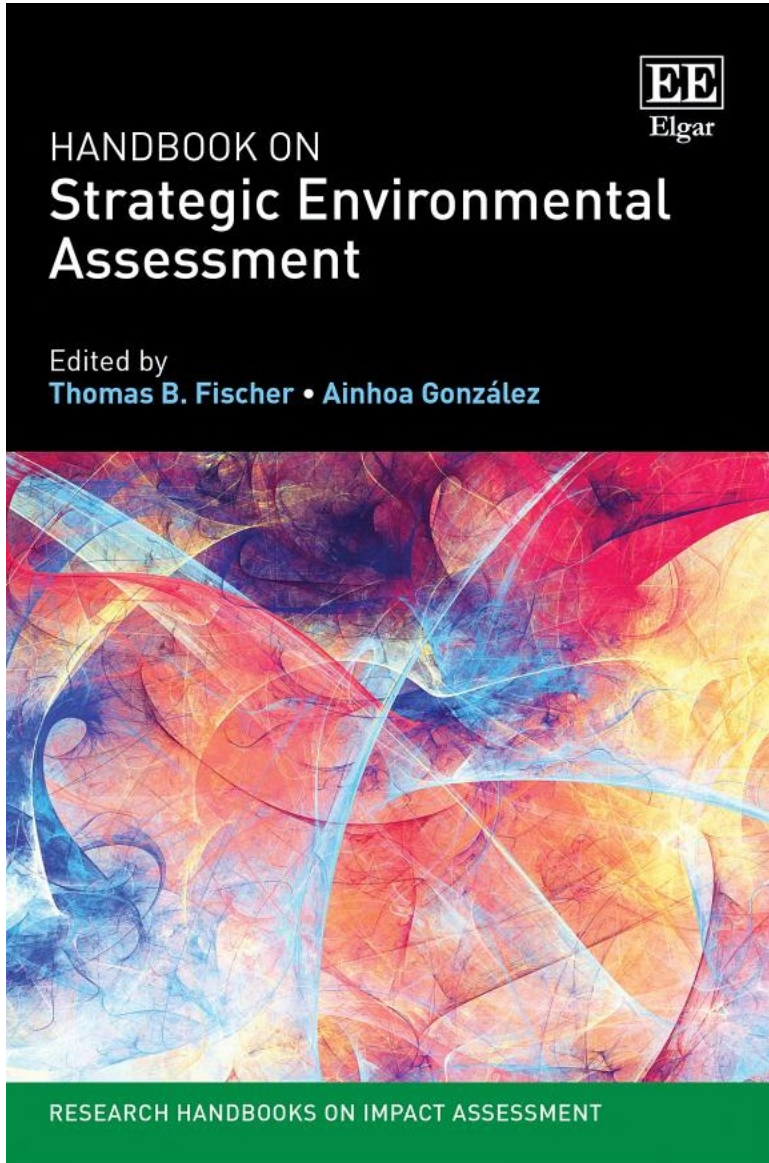
マリア・ドゥ・ロザリオ・パーティダリオ著

Maria do Rosário Partidário,  
Professor at IST-UTL

和訳：浦郷昭子

本書は、ポルトガル環境局と  
ポルトガル国家エネルギーネットワーク株式会社(REN)のために  
執筆されたものである。(2012年 リスボン)





## PART II APPROACHES TO STRATEGIC ENVIRONMENTAL ASSESSMENT

- |   |   |    |
|---|---|----|
| 2 | Multi-project-based strategic environmental assessment: practice in Germany<br><i>Anke Rehhausen, Marie Hanusch and Thomas B. Fischer</i>         | 12 |
| 3 | Objectives <i>for, of and in</i> strategic environmental assessment: UK<br>practice as an example<br><i>Samuel J. Hayes and Thomas B. Fischer</i> | 26 |
| 4 | Strategic thinking for sustainability (ST4S) in strategic environmental assessment<br><i>Maria R. Partidário</i>                                  | 41 |
| 5 | Territorial impact assessment: a policy assessment-like strategic   |    |

### 4. Strategic thinking for sustainability (ST4S) in strategic environmental assessment

*Maria R. Partidário*

## INTRODUCTION

Knowledge, experience and cultural backgrounds, as well as policy and planning practices, or more generally, governance and decision contexts, unavoidably influence and shape the concepts and the applications of Strategic Environmental Assessment (SEA). Academics and professionals of SEA have come to accept that there is not only one form of doing and thinking in SEA, as this book well illustrates.



## Strategic Environmental Assessment - a spectrum of understandings

Maria Rosário Partidário

In Handbook of EIA, ed by Kevin Hanna (in press)



Figure 2 - Spectrum of SEA perspectives (after Partidário 2005)

SEA and strategic planning

story telling on challenges / failures

# Indonesia



# Perú (Latin America)





# Stories of Land Take in Indonesia

Kendeng Karst

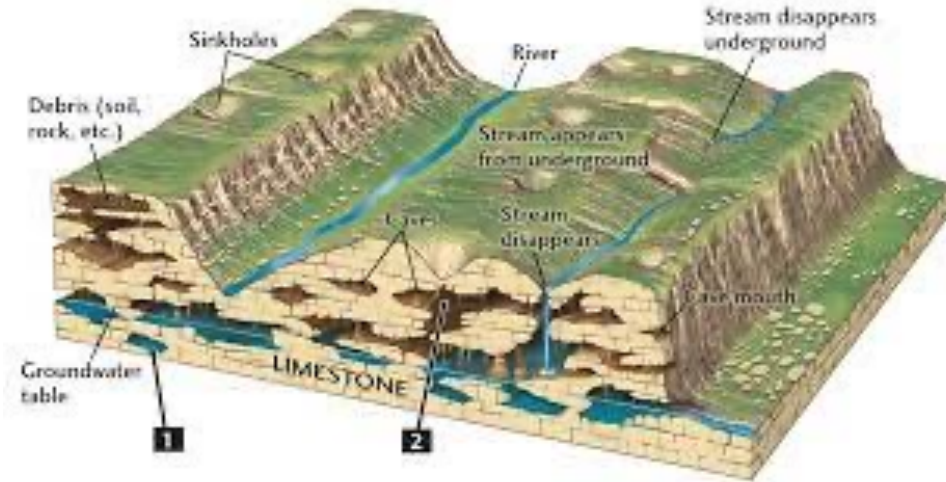


Sumatra Palm oil





# Kendeng Karst story





# Kendeng Karst story

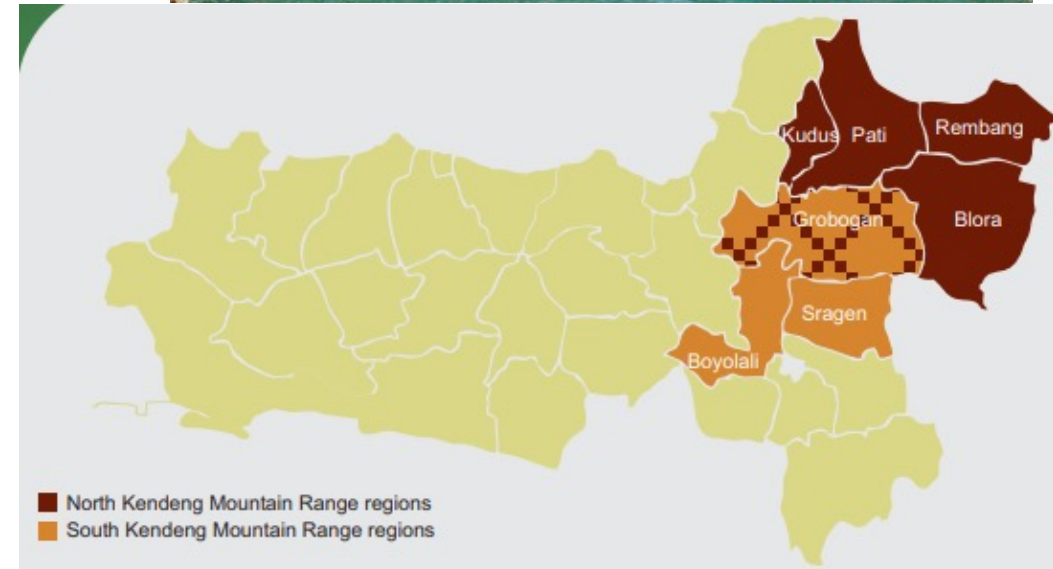
Karstic zone

Agriculture and forest potential

Farmers

Cement factory in Pati + Rembag +... to  
use limestone

Local revenue from mining sector  
increase





# Kendeng Karst story

Confusion remains concerning the policies on the management of natural resources in Kendeng

Provincial Spatial Plan for 2009-2029

Art 60: Karst Landscape classifies as protection area

Art 80: Stipulates mining areas, hence mining not prohibited

Conflict in North Kendeng between the local communities and cement industry operating mining activities in the region.

Local communities concerned about the disappearance of sources of water as a result of karst mining activities

The SEA for North Kendeng Mountain emerged as an agreement between President Joko Widodo and JMPPK (a Community Network for Caring of North Kendeng Mountains) on August 2, 2016. SEA in 2017-2018

The results of Kendeng Strategic Environment Assessment (KLHS) show .....

SEA team was expected to provide recommendations of which area for conservation and for utilization

The SEA recommends that mining activities in the Kendeng Area be temporarily terminated...no new permits issues before further studies...

# Save Kendeng Mountains: A Persistent Environmental and Ecological Justice Movement in Indonesia



Strong public  
opposition





# Kendeng Karst story

## Challenges

- Scale of investment
- Disruption of community routines
- Biophysical sensitivities (Karst)

## Failures

- Institutional (contradictions in regulations)
- Environmental conflicts (contamination, forest loss/biodiversity)
- Social conflicts
- SEA missed to address the problem and postpones solution





# Kendeng Karst story

## When thinking long-term....

## What are strategic issues?





# PALM OIL PLANTATION in Indonesia

## Final SEA for National Mid-Term Development Plan for one sector

Output : 2.1 SEA Applied in National Development Planning  
Prepared by : PT. Sucofindo (Persero)  
Gedung Sucofindo, SBU KKL, 6<sup>th</sup> Floor  
Jalan Raya Pasar Minggu Kav. 34 Pancoran,  
Jakarta Selatan 12780  
Contract no. : CON 104.Indo.1.MPS.4-1/121/068

Date of Report Submission: 15<sup>th</sup> of December, 2010

## SEA 2010



# PALM OIL PLANTATION in Indonesia

Palm oil plantation SEA, 2010

Target: Total area of oil palm to reach 8 million ha in 2010 and 9 million ha in 2025

About 100 recommendations on how to make sustainable palm oil (productivity, partnerships, use of abandoned land, mitigation...) – all about palm oil

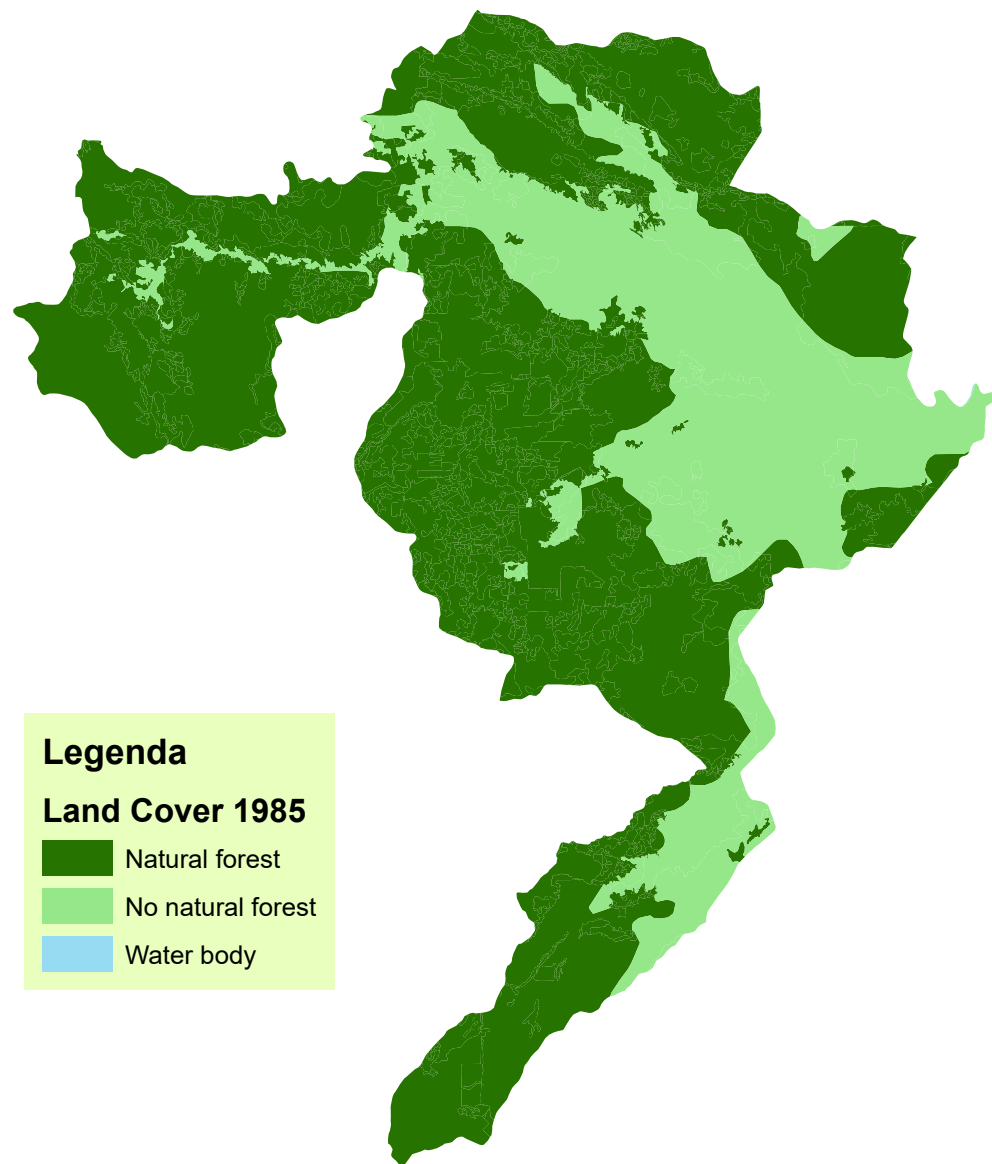
Two ref to **natural forest** in the SEA:

**Moratorium** on palm oil development on natural forests and peat

Conduct studies on high conservation value area in the plantation concession and the obligation to protect it. Development of Palm oil Plantation **should only be allowed on abandoned land and not on natural forest.**

# Dharmasraya Regency

Land Cover 1985

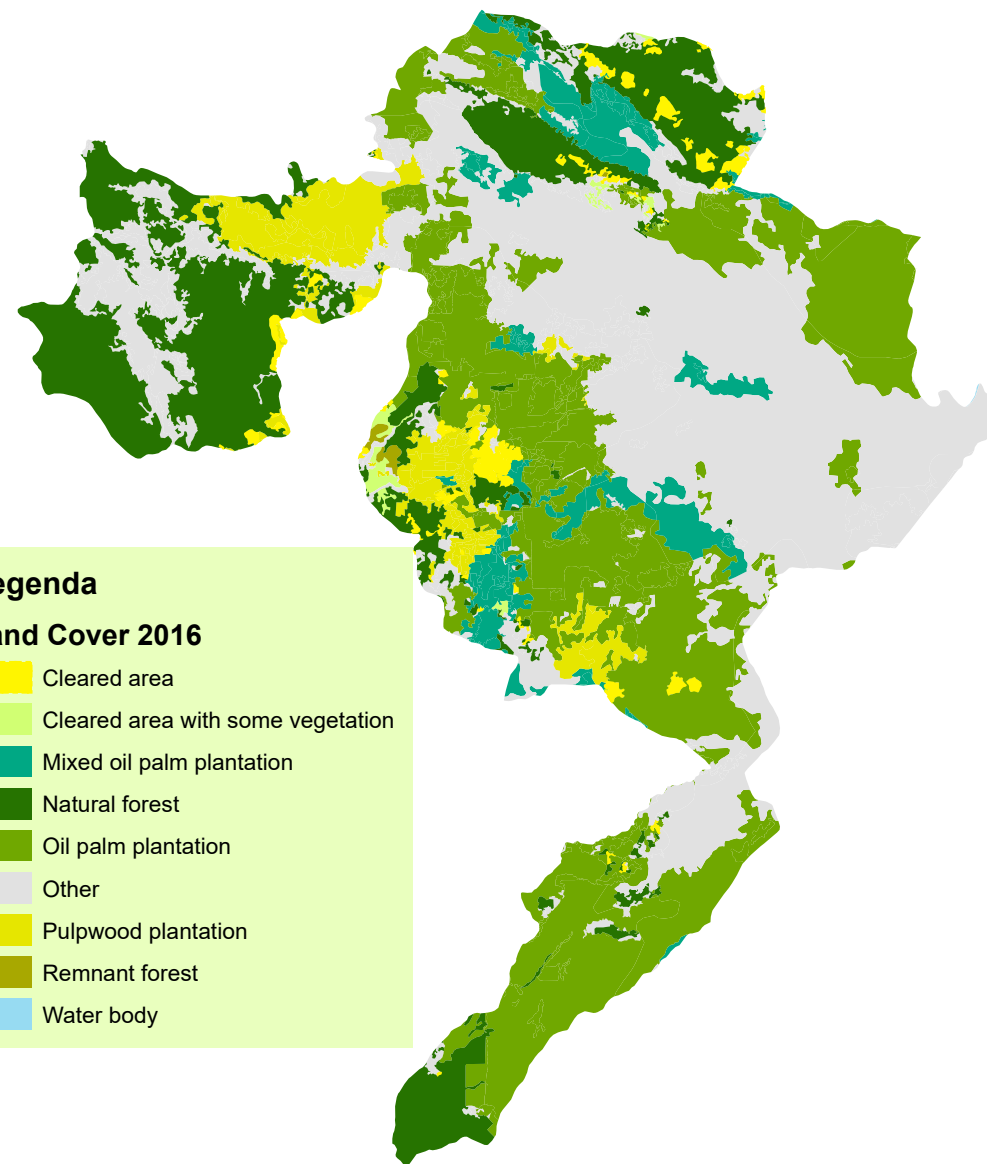


## Legenda

### Land Cover 1985

- Natural forest
- No natural forest
- Water body

Land Cover 2016



## Legenda

### Land Cover 2016

- Cleared area
- Cleared area with some vegetation
- Mixed oil palm plantation
- Natural forest
- Oil palm plantation
- Other
- Pulpwood plantation
- Remnant forest
- Water body



October  
2017



Destruction of  
Indonesia  
peatlands  
account for 4%  
or world GHG  
emissions



October  
2017



October  
2017



# Dharmasraya Regency



October  
2017







Dharmasraya Regency, West Sumatra  
October 2017

RIMBA corridor

# Palm oil story

## Challenges

- Scale of investment
- Disruption of community routines
- Biophysical sensitivities (tiger, orangotango)
- Local economy, social issues at risk, biodiversity at loss

## Failures

- Environmental conflicts (contamination, forest and biodiversity loss)
- Social conflicts
- SEA missed to address the problem, nothing changed





# Perú (Latin America)

## Transport Planning and Sustainable mobility strategy in Peru



# SEA Master Plan for Massive Transport System in Lima y Callao for 2050, Perú

- **Objective:** Update and optimize the underground network of Lima y Callao integrated in a complementary transport system – planning and implementation according to the urban and socio-economic development of the city
- **Promoter:** Authority for the electric System of Massive Transport of Lima y Callao (AATE).



# SEA Master Plan for Massive Transport System in Lima y Callao for 2050, Perú

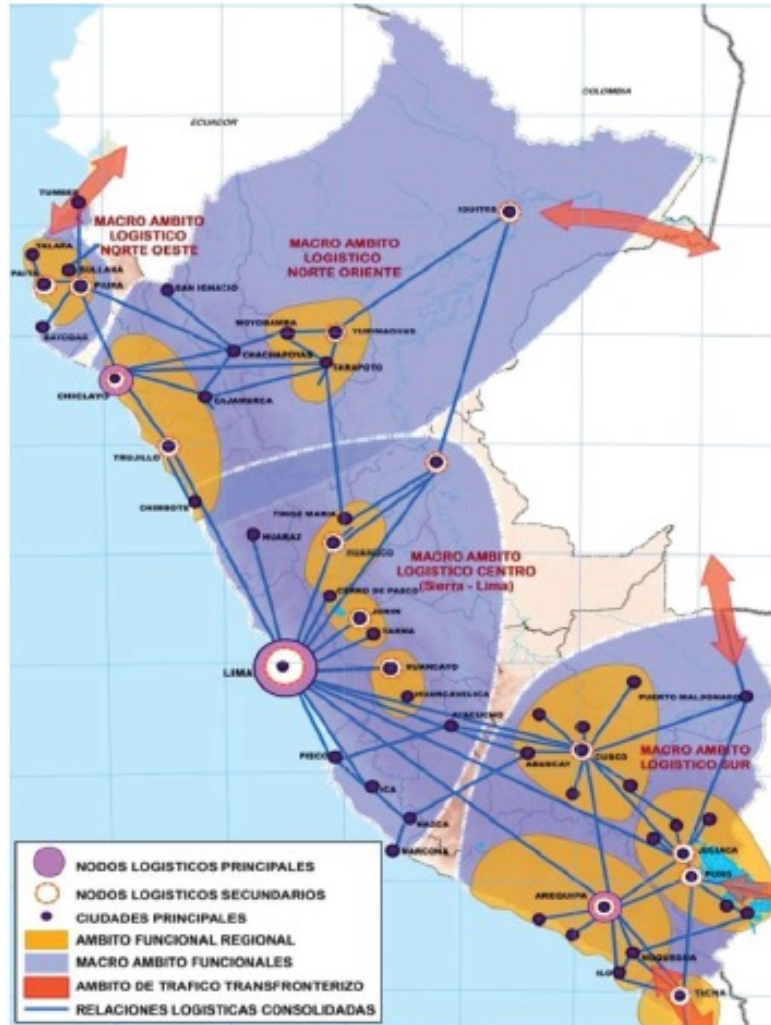
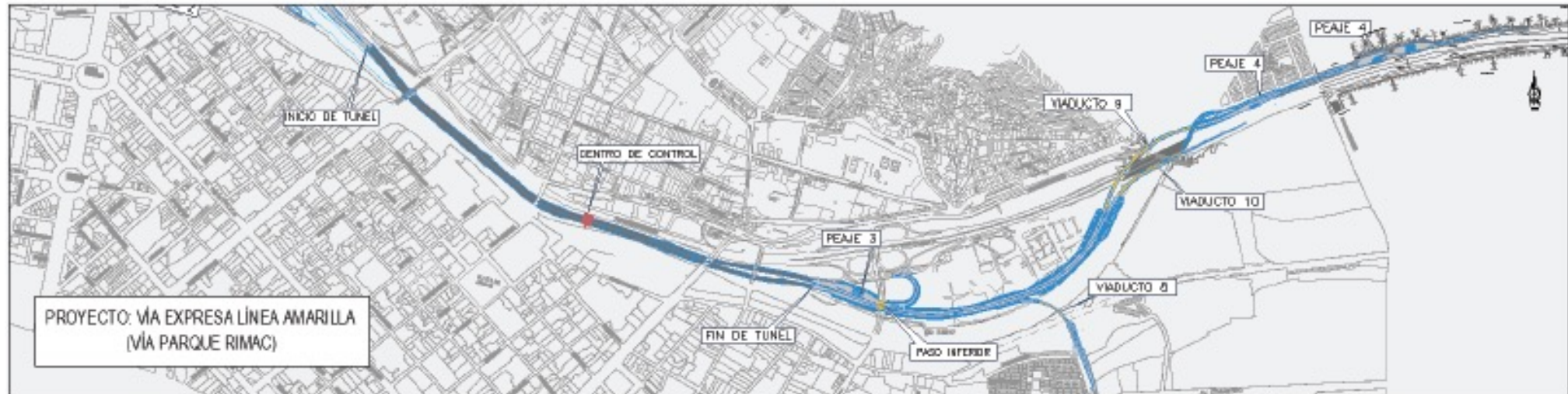


Gráfico 12:  
Corredores Logísticos  
Fuente: Tomado de MTC-ALG  
(1), graficado por el equipo  
técnico PROCI-ME.



# SEA Master Plan for Massive Transport System in Lima y Callao for 2050, Perú



# SEA Master Plan for Massive Transport System in Lima y Callao for 2050, Perú



Gráfico 15: Periférico Vial Sur- Separadora Industrial

Elaboración: PLAM

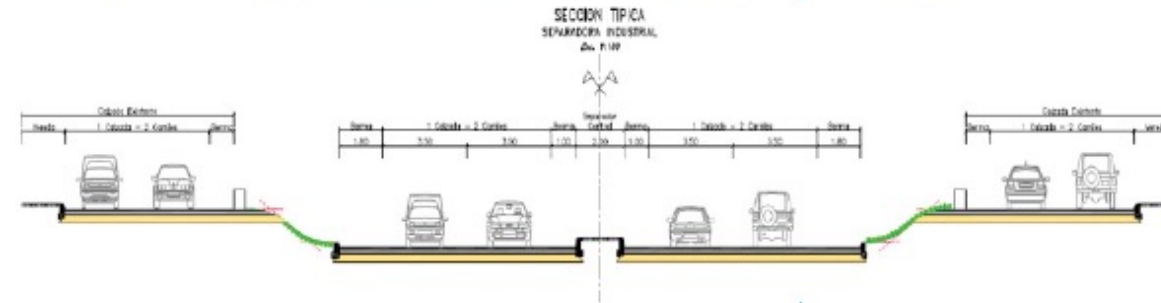
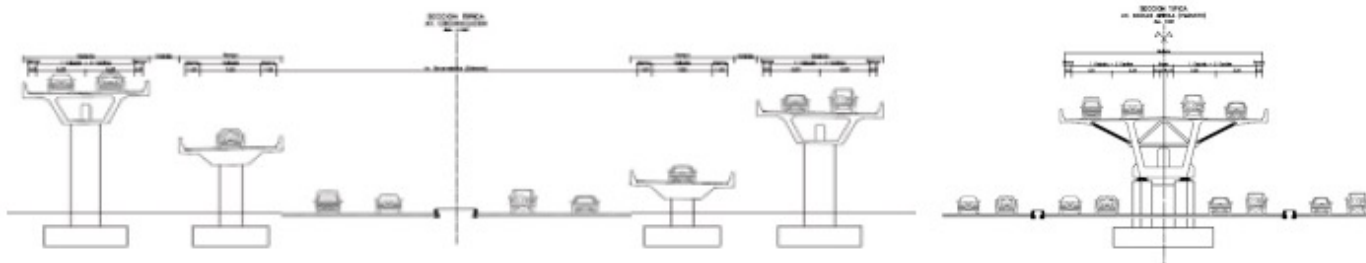


Gráfico 16: Secciones Viales Típicas Periférico Vial Sur- Separadora Industrial

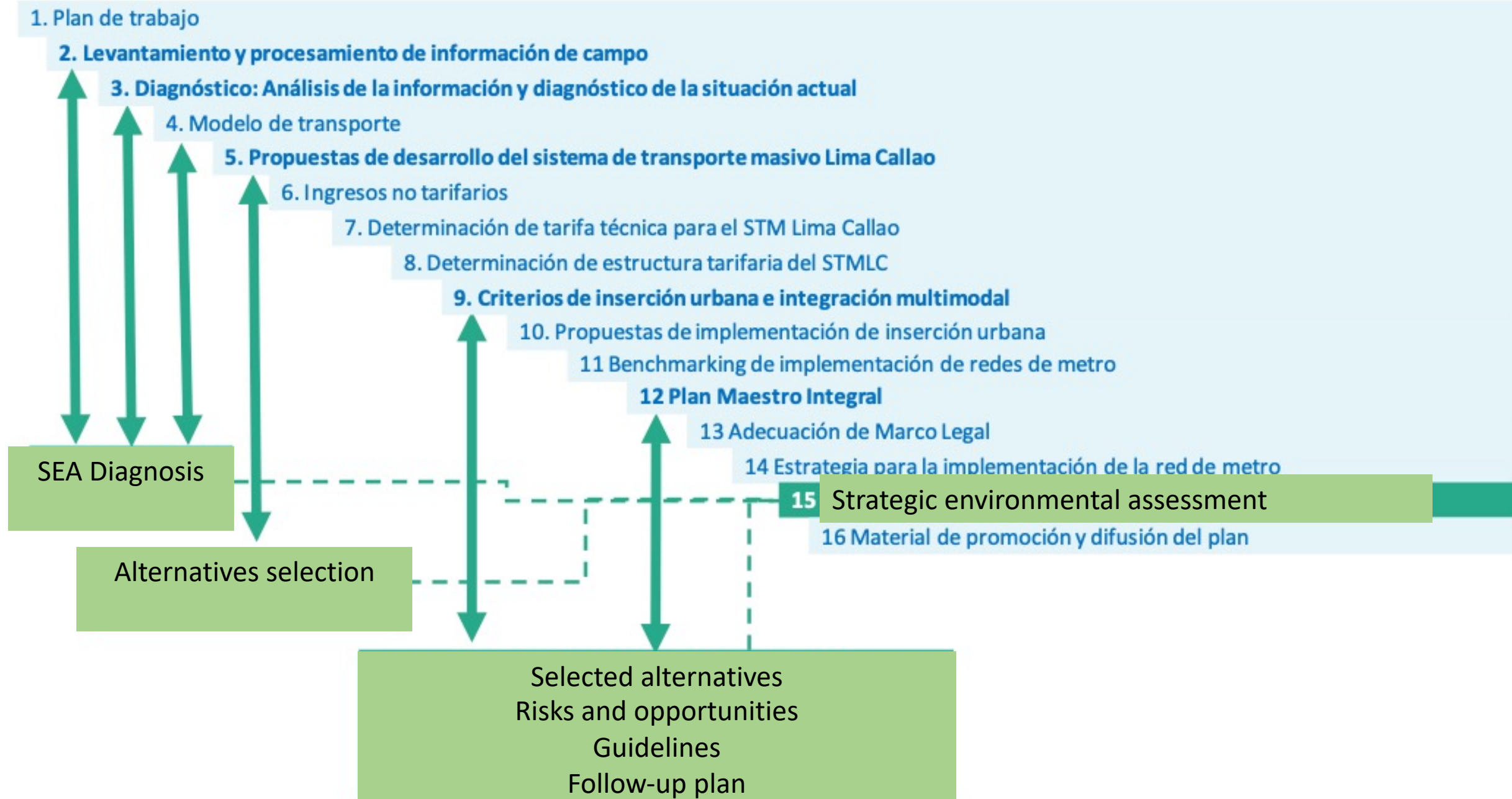
propuestas por la Iniciativa Privada (IP)

Fuente: IP Empresa Mota Englt, 2013.

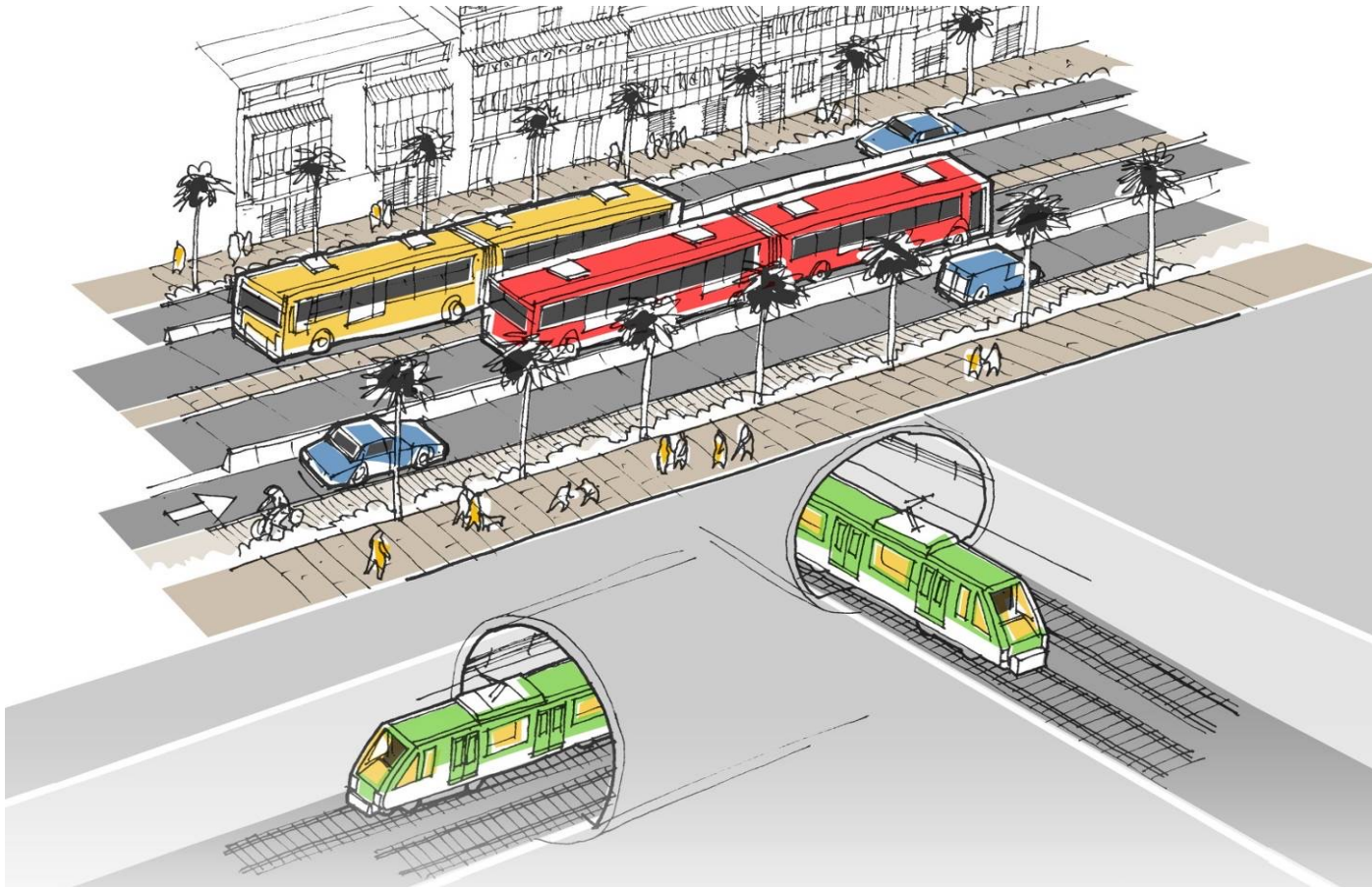




# SEA Master Plan for MTS Lima y Callao, 2050, Perú



# SEA Master Plan for Massive Transport System in Lima y Callao for 2050, Perú

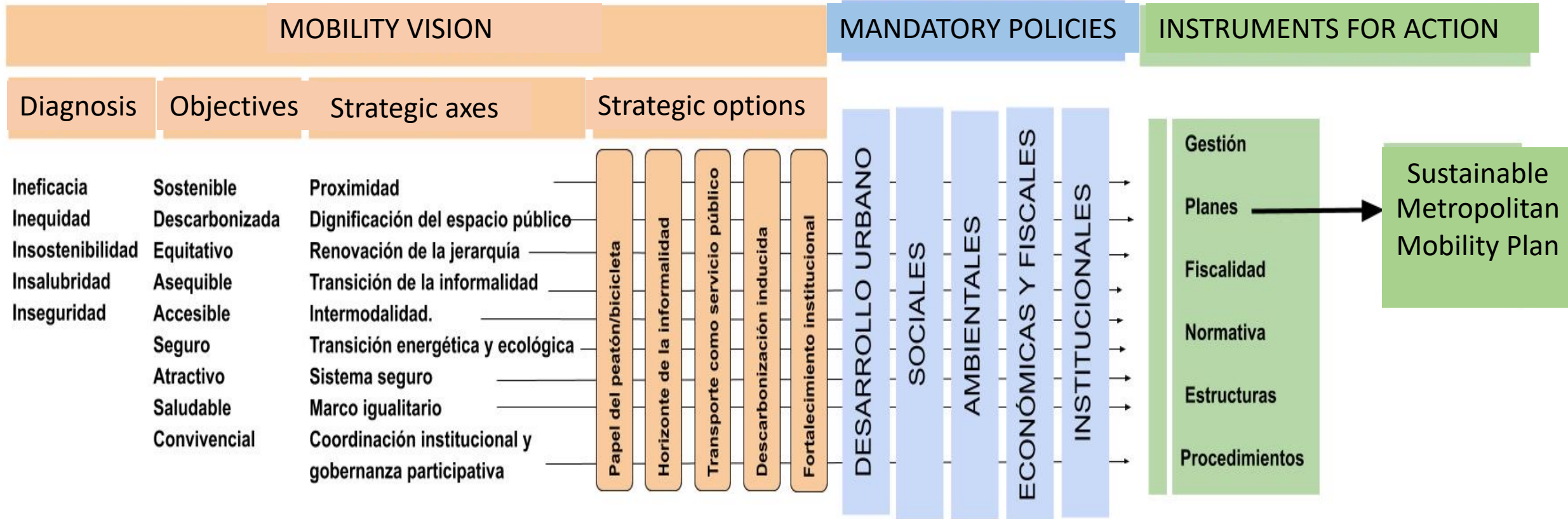


Master Plan highly technical and operational – transports engineering

SEA was part of the Plan, included public participation but to assess the environmental effects of the infrastructure (environmental contamination, energy consumption, GHG emissions and contribution to climate change, excess materials and construction waste, etc.)



# SEA - Sustainable Mobility Strategy for Lima and Callao, 2019



## SEA - Sustainable Mobility Strategy for Lima and Callao, 2019

Critical Decision Factors	Objective/scope
1. Governace	Institutional limitations, need to elimininate corrupcion, need to plan the city in an integrated way (urban development and transports)
2. Centralities and intermodality	Urban centralities, multiple accesses and intermodality in people and goods in Lima y Callao
3. Public space and environmental quality	Improved accessibility to a clean, safe and comfortable city
4. Quality of service	Services offered by operators in an inclusive way, with accessible tariffs



# SEA - Sustainable Mobility Strategy for Lima and Callao, 2019



SDG as part of the  
referential for assessment

# Transport Plan – Mobility strategy

## Challenges

- Strategic dimension
- Opportunity to precede a more analytical SEA with a strategic thinking SEA and planning

## Failures

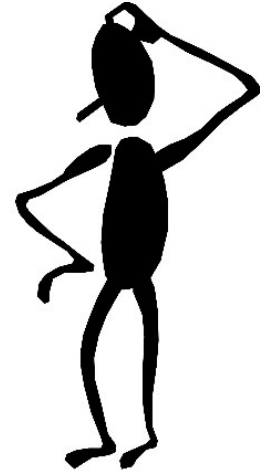
- Political /institutional instability





# Lessons learned

1. SEA must address a problem through its strategic dimension
2. SEA can help find pathways towards solutions to problems
3. Reacting to development intentions, providing information in the hope of influencing decision is insufficient to change minds and behaviours
4. Unless the decision “power” is committed, SEA is useless



# Points of Reflection

Why do you think SEA is important?

What do you expect SEA can bring to your decision?

When do you think SEA should deliver its inputs?

Who should be involved?

