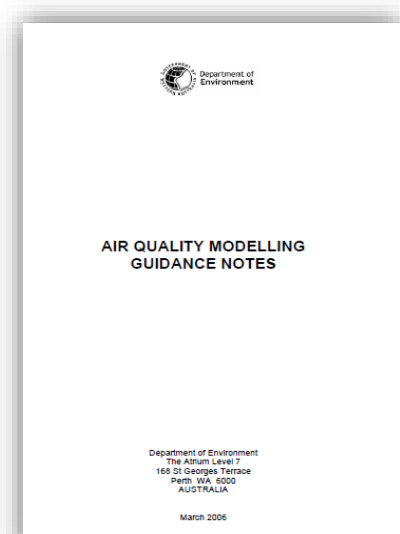
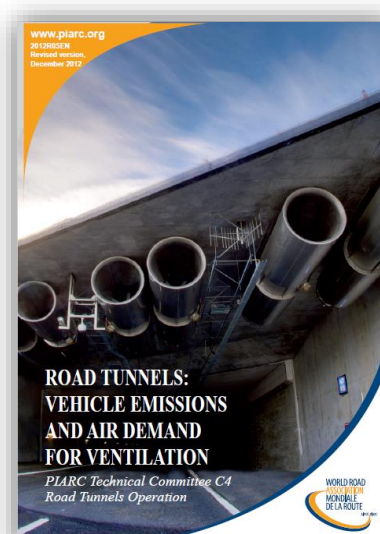
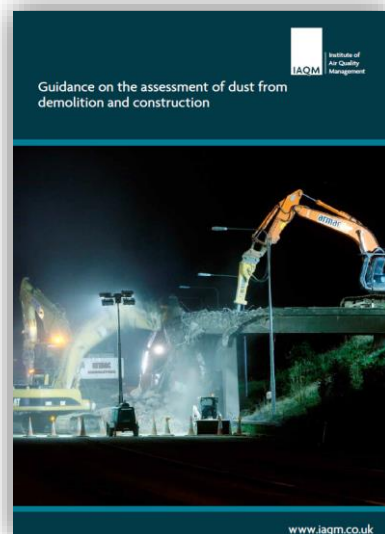
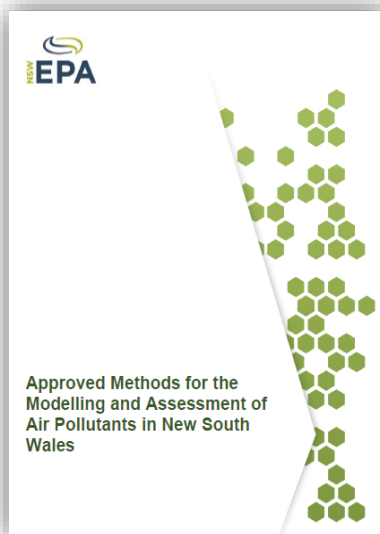
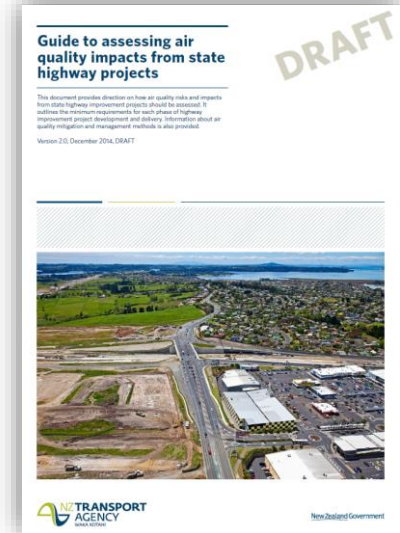
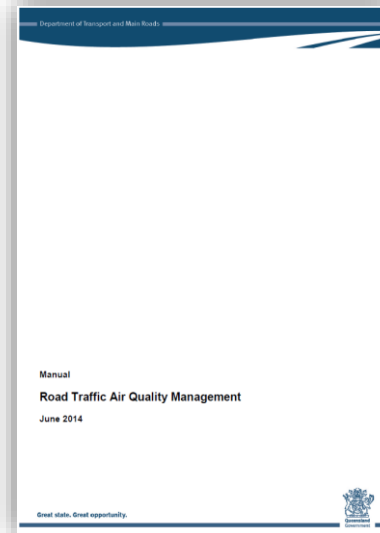
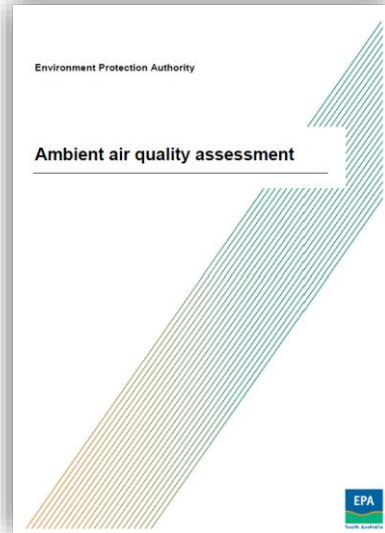


Good practice guidance on the assessment & management of air pollution from road transport [Dec 2018 update]

(CASANZ Transport SIG initiative)

Existing guidance



Need for new guidance

- Issues with existing documents
 - Varying age and level of detail
 - Lack of consistency/standardisation
 - Some do not address road traffic at all

- Some consequences
 - Mismatches between studies (e.g. policy, assessment, appraisal)
 - Inadequate level of rigour may be applied given the environmental risk
 - No common benchmark for regulators to review the suitability of assessments

- CASANZ well suited to guidance (e.g. IAQM, EPUK in the UK)

- Could encourage the development of other CASANZ guidance

Proposed content

- Workpackage 1: Governance
- Workpackage 2: Guidance framework
- Workpackage 3: Guidance methods
- Workpackage 4: Background air quality
- Workpackage 5: Emission modelling
- Workpackage 6: Met/dispersion modelling
- Workpackage 7: Construction assessment
- Workpackage 8: Air monitoring
- Workpackage 9: Mitigation
- Workpackage 10: Reporting

Progress to date

- TSIG drafted initial proposal
- Support of CASANZ Executive
- TSIG workshop at 2017 CASANZ conference - feedback incorporated into proposal
- Presented to Australian and NZ Road Agency Environment Managers group and Austroads to gauge interest (positive)

Comments received

- Strong support for harmonisation:
 - National approach cost-effective (fewer state-based codes to maintain)
 - Harmonisation of EFs, input data, air quality criteria, etc.
 - Interest in harmonised GHG assessment for transport/infrastructure, with potential links to Carbongauge
- Should allow for state-based deviations where necessary
- Tiered approach (e.g. L1 - no AQIA; L2 – AQIA; L3 AQIA + HIA)
- Living document with supporting background documents
- Work in existing guidance (don't reinvent the wheel)
- Should reflect end user perspective (not all are AQ specialists)

Comments received

- Austroads: increasing focus on sustainability and environment issues - proposal fits in well with this
- Funding: consider in-kind support from the industry and international organisation representatives
- On-going project management support from CASANZ essential during development of guidance

Next steps

- Seek funding and in-kind support for the project (*in progress*)
- Confirm financial viability of the project > go/no-go decision
 - **Aiming for February 2019**
- Leverage off links with Austroads and PIARC
- Establish Steering Group and Evaluation Panel
- Selection of service provider(s)
- Development of guidance

Progress with funding commitments

- New Zealand
 - NZTA
- Australia
 - VIC: VicRoads
 - NSW: Roads and Maritime Services
 - QLD: Transport and Main Roads
 - WA: Main Roads
 - TAS: Department of State Growth
 - SA: Department of Transport, Planning and Infrastructure
- Commitment to date
 - Original target = \$200,000
 - Current commitment = \$135,000 (current and next FY)

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