



# The long-term planning of Infrastructure and the National climate objectives

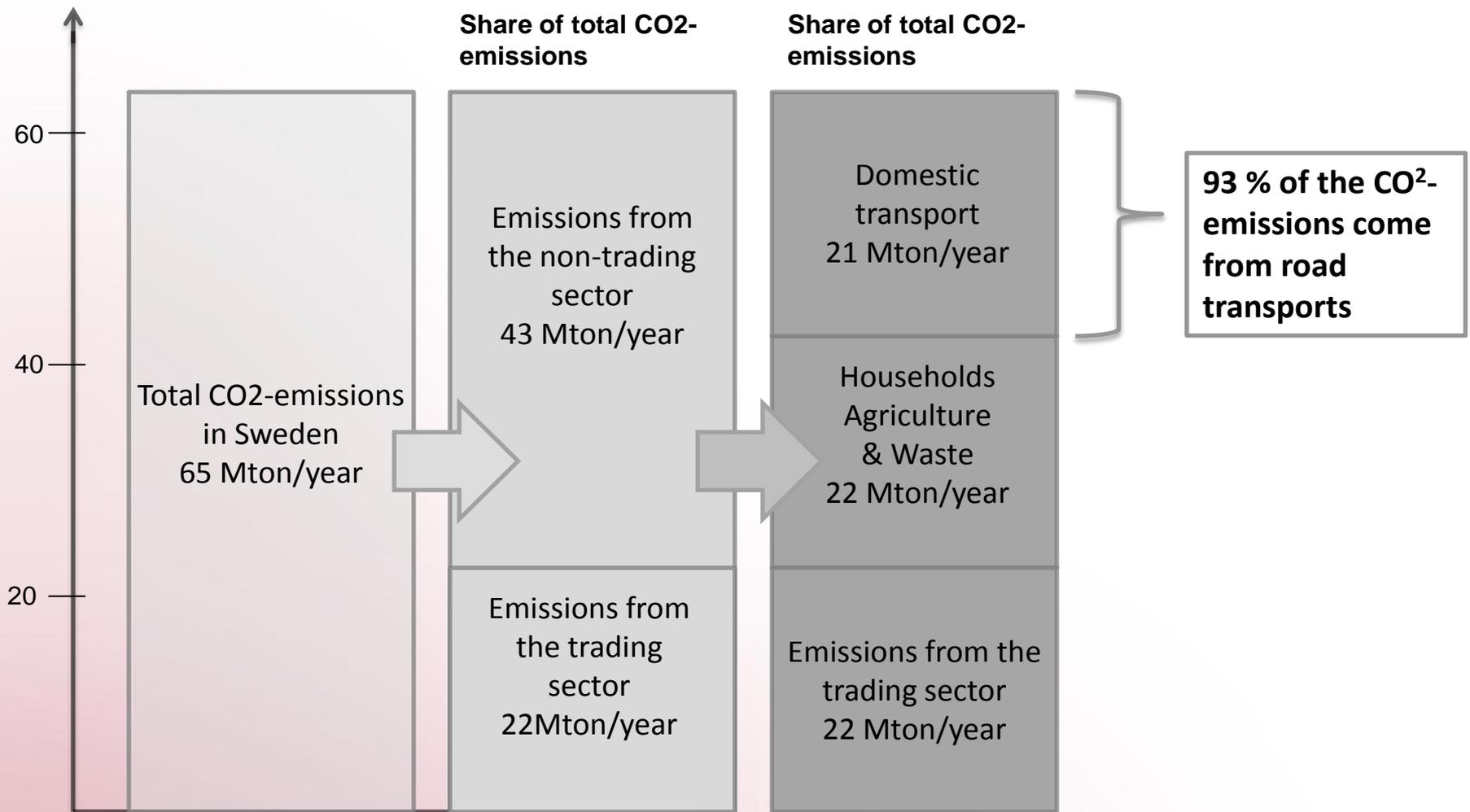
Working Group on Environmental Auditing

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# Introduction

- Ongoing audit will be finished in March 2012
  
- Focus of this presentation:
  - Problem set
  - Audit criteria
  - Implementation of the study

# Problem set



## Problem set

- The transport sector accounts for the largest share of Swedish greenhouse gas emissions and causes approximately half of the emissions in the non-trading sector
- 93 percent of Swedish greenhouse gas emissions from domestic transports come from road transports
- It is important that the planning of infrastructure is coordinated with the long-term climate objectives.

# Purpose and audit questions

- The purpose of this audit is to examine the Government's guidance with regard to the *transport policy objectives*. This is in order to conduct the long-term infrastructure planning efficiently with regard to the long-term climate objectives set by Parliament.
- 1. Has the Government provided guidance with regard to the infrastructure planning, in order to contribute to the climate objectives of the Swedish Parliament?
- 2. Has the Government provided distinct direction to the infrastructure planning and is the Government's report to Parliament transparent?
- 3. Do the cost-benefit analyses of the Transport Administration consider the possibilities of reaching the Parliament's long-term climate objectives?

# Performance audit criteria

- National climate objectives

- 2-degree target
- target of 400 ppm CO<sub>2</sub>e
  - a cut in emissions of 80-95 % compared to 1990
  - no net emissions of greenhouse gases by 2050

- The *transport policy objectives*

- National climate objectives
- Availability target

- The availability target and the climate objectives, both included in the national transport policy objectives, are equally important.

# Performance audit criteria

- ”The principle of four steps”
  1. Measures which can affect the need of transports and the choice of transport
  2. More efficient use of already existing modes of transportation and vehicles
  3. Limited reconstruction measures
  4. New investments and more extensive reconstruction measures

# Implementation of the audit

- Document audit
- Interviews
- Research Review
- Review of cost-benefit analyses

Thank you for listening!

