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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