



2007 Work Programme



Kennisinstituut voor Mobiliteitsbeleid



KiM Netherlands Institute for
Transport Policy Analysis

2007 Work Programme

Publication details

Published by: KiM Netherlands Institute for Transport Policy
Analysis

**Contact
information:**

Telephone: +31 (0)70 351 1965

Fax: +31 (0)70 351 7576

Website: www.kimnet.nl

Prepared by: KiM Netherlands Institute for Transport Policy
Analysis

Contents

- 1. Introduction 5**
- 2. Mission and strategy 7**
 - 2.1 Mission and added value of the KiM 7
 - 2.2 Underlying principles of the KiM's activities 7
 - 2.3 Strategic support in the policy cycle 8
 - 2.4 Two types of research projects 9
- 3. Procedure 11**
 - 3.1 Activities and types of products 11
 - 3.2 Communication 11
- 4. Programmes 13**
 - 4.1 Structure 13
 - 4.2 Behaviour 14
 - 4.3 Accessibility and Mobility 14
 - 4.4 Environment and Spatial Planning 15
 - 4.5 Economy and Prosperity 15
 - 4.6 Market Structure 15
 - 4.7 Government Organisation 16
- 5. Projects and activities 17**
 - 5.1 Behaviour 17
 - 5.1.1. Environmental developments 17
 - 5.1.2. Behavioural developments 18
 - 5.1.3. Perceptual aspects 19
 - 5.1.4. Influencing behaviour 19
 - 5.2 Accessibility and Mobility 20
 - 5.2.1. Transport balance and monitor 20
 - 5.2.2. Scenarios 21
 - 5.2.3. Indicators 22
 - 5.2.4. Analysis of capacity and accessibility 23
 - 5.2.5. Traffic and transport models 24
 - 5.3 Environment and Spatial Planning 24
 - 5.4 Economy and Prosperity 25
 - 5.4.1. Economic development 26
 - 5.4.2. Impact of prosperity 27
 - 5.5 Market Structure 29
 - 5.6 Government Organisation 30
 - 5.6.1. Tiers of government and collaboration 30
 - 5.6.2. Tasks and roles 31

1. Introduction

The first work programme of KiM Netherlands Institute for Transport Policy Analysis (KiM), this document presents a structured overview of the projects and other activities – and their interrelationships – planned for 2007. The work programme is intended both for the Ministry of Transport, Public Works and Water Management (VenW) departments that provide the KiM with expertise and research and for other people and organisations interested in the activities of the KiM.

Realisation of this work programme

The KiM policy portfolio is largely demand-driven by its main divisions. First, the Directorate-General for Passenger Transport (DGP), Directorate-General for Civil Aviation and Freight Transport (DGTL) and Transport and Water Management Inspectorate (IVW) took stock of the key strategic policy challenges and the associated need for scientific support. It was then determined – in consultation with the DGP, DGTL and IVW – which of these research requirements fall within the KiM's mission and scope of work. In addition, the KiM also submitted research proposals to DGP, DGTL and IVW. Each of the requirements and proposals were then linked to the various programmes of the KiM and included in the work programme. The KiM projects may for obvious reasons also be relevant to the Directorate-General for Public Works and Water Management (RWS). Research for RWS, however, is primarily performed by or via RWS research institutes.

The work programme is approved by the KiM Programme Committee. Consisting of representatives of DGP, DGTL, IVW and RWS, supplemented by two external members, the Programme Committee is chaired by the Deputy Secretary-General, who also represents the central agencies of VenW. At this stage, the focus is mainly on possible blank spots in and even-handedness of the work programme. Where necessary, a more detailed prioritisation or phasing of the activities is also discussed, taking into account of the significance to medium-long- and long-term policy-making. Based in part on the Programme Committee's recommendations, the Secretary-General established the 2007 Work Programme.

Once established, the terms of reference and product description of the projects and activities are specified further in consultation with those who requested the projects and activities. Here, too, the interrelationship of the projects is considered and, where required, projects are combined as well.

Dynamics of the work programme

The available capacity in 2007 has been earmarked for the projects and other activities outlined in this work programme.

During the year, the KiM may receive new requests from VenW or, for example, by the Dutch Parliament (via VenW). If these requests result in projects or other activities that require a substantial amount of time,

new priorities will have to be set in consultation with the parties involved.

Reader's guide

Outlining the KiM's mission and strategy, chapter 2 contains the KiM's mission and indicates the nature of the research conducted by the KiM. Chapter 3 presents an overview of the types of products and activities that the KiM will be providing and the way in which these are to be realised. The projects and activities of the KiM have been divided into six programmes. Chapter 4 describes these programmes and their interrelationship. Chapter 5 presents an overview of each programme's projects and activities planned for 2007.

2. Mission and strategy

2.1 Mission and added value of the KiM

The KiM was established to reinforce and expand the VenW's knowledge base. This should be achieved via strategic, scientifically validated and independent knowledge products.

The documents underlying the establishment of the KiM **state that the KiM's mission is to perform independent, scientifically sound research and analyses to benefit policy development.**

Many research organisations are actively promoting knowledge development in the field of traffic and transport. The underlying principle that the KiM performs independent and scientifically sound studies for the benefit of policy development means that it assumes a special place between knowledge and policy. Policy development is an integrated and complex process: considerations and choices are based in part on knowledge from various relevant disciplines considered in a multidisciplinary context. The KiM facilitates this by providing knowledge. The KiM's added value arises from a combination of characteristics:

- the multidisciplinary character of the studies;
- the exclusive focus on transport;
- the fact that the studies incorporate relevant social developments;
- its independent position.

2.2 Underlying principles of the KiM's activities

When translating this into the requirements to which the work programme of the KiM is subject, the following apply:

Strategic: This underlying principle emphasises the strategic significance of the KiM's activities during the initial stages of policy development and its evaluation. In principle, the tactical-operational specification of policy falls outside the scope of and – consequently – not subject to the analysis of the KiM.

Independent: While it may conduct demand-driven research, the KiM itself is responsible for the contents of its products, ensuring that they meet scientific standards.

In addition, the KiM is not obliged to apply specific research methods or models. The KiM's independent position enables it to select methods that will yield the best results in view of the KiM's mission and the policy issues in question.

Scientifically validated: The answer to a question submitted to the KiM by the Ministry and others must be based on a scientifically sound analysis. This sets specific requirements for the research. For example, the research will have to be transparent and traceable. Transparency and traceability also mean that the KiM must be able to account for the use of research methods as well.

2.3 Strategic support in the policy cycle

The Strategic Knowledge Agenda 2010–2020 states that VenW is evolving into a 'management department'. As a result, the focus is placed on a different kind of knowledge. Spearheads include: knowledge of trends and developments, the behaviour of people, working more for and with the business community and collaboration in a 'layered government'.

Strategic subjects are particularly important during the initial stages of the policy cycle. In its research work, the KiM will therefore focus on providing support during these stages with regard to:

1. formulating policy aims;
2. analysing policy options.

During these stages, various types of research are performed, which are described below.

The *first stage* ('formulating policy aims') involves research that can be characterised as: conceptual, strategic, exploratory, surveying, organising.

This research results in knowledge that can be used by policymakers when they formulate policy aims. It also includes indications of the possible solutions that can be considered. In this way, research aimed at policy aims encourages policymakers to consider as many policy options as possible to achieve the policy aims.

In order to avoid restricting policymakers in this, no opinions are offered, unless explicitly requested by the policymakers. However, criteria are provided to assess policy options at a later stage (operationalisation of effectiveness, efficiency and legitimacy).

This makes it possible for research aimed at policy aims to contribute to creative policy development and to risk control when further specifying policy.

This research may consist of:

- exploring the basic situation, including policy-relevant developments and trends;
- supporting the preparation and development of policy aims by formulating different alternatives;
- drawing up a list of criteria for considering and assessing the choice of policy instruments;
- drawing up a list of possible solution directions;
- developing a method for research focused on policy aims.

The *second stage* ('analysing policy options') involves research in which the effects of policy options are assessed. These effects are evaluated by using the criteria that were operationalised in the previous phase. Policymakers can use the results to substantiate their choice of policy instruments.

This research may consist of:

- drawing up a list of concrete policy measures to consider implementing;
- investigating the effectiveness, efficiency and legitimacy of policy options;
- conducting impact assessments and risk analyses;
- conducting sensitivity analyses;
- developing a method for policy analysis studies.

Research focused on policy aims must bear in mind the research into policy options to be conducted at a later point, including such issues as determining the evaluation and assessment criteria. Examples include the various effects that are incorporated into the assessment at a later stage of policy analysis.

In researching policy options, it is essential to have a clear idea of the policy aims. If this is not sufficiently clear at the start of the policy analysis, a different study may have to be performed to clarify this issue.

2.4 Two types of research projects

The previous section indicates that the KiM performs research for the first two stages of the policy cycle. Two types of research projects can be further distinguished with regard to the research performed by the KiM:

1. Research projects to benefit knowledge development

This type of research involves the development and dissemination of knowledge pertaining to certain themes (e.g. the impact of ageing or the further development of the *Overzicht Effecten Infrastructuur* (Overview Effects Infrastructure or OEI) system of cost-benefit analysis. This knowledge will be significant for policy preparation in either the short- or the long-term, but there is no current policy project or process to which the development of this knowledge is directly related.

2. Research projects for current policy processes

This involves research that is performed for current policy projects or processes, involving the use of knowledge that has been acquired either inside or outside of the KiM. As explained in the previous section, the KiM limits itself to policy projects and processes of a strategic nature (aimed at the first two phases of the policy cycle). One example is the long-term development of Amsterdam Airport Schiphol.

The KiM intentionally focuses on both types of research, to prevent the knowledge from gaining a 'free-floating' structure, on the one hand, and to ensure that the application of knowledge in current policy projects is based on a sound and up-to-date knowledge base on the other. Please note that both types of research projects – primarily – involve commissioned research.

The use of this division makes it possible to ensure that the KiM divides its capacity evenly over both types of projects and that one type is prevented from 'forcing out' the other. Chapter 5 discusses this distinction in greater detail, indicating the type of the projects discussed.

3. Procedure

3.1 Activities and types of products

The KiM provides a scientific contribution to policy development and evaluation. The following activities and products can be distinguished:

1. Conducting independent and scientific research and analyses, largely commissioned by VenW divisions, is the KiM's principal task; this research results in reports.
2. In addition to research reports, policy documents are drafted, addressing specific knowledge demands posed by VenW divisions.
3. For various policy processes, the KiM will issue recommendations, for example, by providing verbal reflection, written second opinions, joint supervision of external research and the organisation of workshops.
4. The KiM thinks along with the Directorates-General involved in policymaking and the IVW with regard to setting the research schedule and formulating strategic knowledge demands. These research plans and knowledge demands may be addressed further by one of the KiM programmes. The KiM also provides relevant contributions to the VenW 'Think Tank'.
5. The KiM organises meetings to present research results. In addition, the KiM may organise an annual symposium aimed at subjects pertinent to a range of projects and related to the various KiM programmes. Press releases will be published whenever important research reports are published. The research results will also be published on the website.
6. The KiM conducts the following activities in order to keep abreast of international developments in the area of transport policy:
 - a structural scan of the development of relevant knowledge and the knowledge available from abroad and international organisations;
 - participation in the Joint OECD/ECMT Transport Research Centre;
 - participation in key international congresses and working groups;
 - participation in international projects and, where relevant, purchasing international expertise.

3.2 Communication

The research conducted by the KiM is in principle publicly available and is published on the KiM website (www.kimnet.nl).

The time of publication is generally no later than three months after the research was concluded.

Exceptions may apply in some cases, for example, if the research forms part of the preparations for a major policy document, whereby all the relevant research reports are published at the same time as the policy document. In these cases, the Directorates-General involved will be consulted.

The KiM handles the information services associated with its own research. In some cases, the KiM may use the facilities provided by the Public Relations Department. Naturally, press conferences addressing the consequences of policies are a task of the Public Relations Department. This is why the Public Relations Department is kept abreast of KiM publications and the information provision activities.

4. Programmes

4.1 Structure

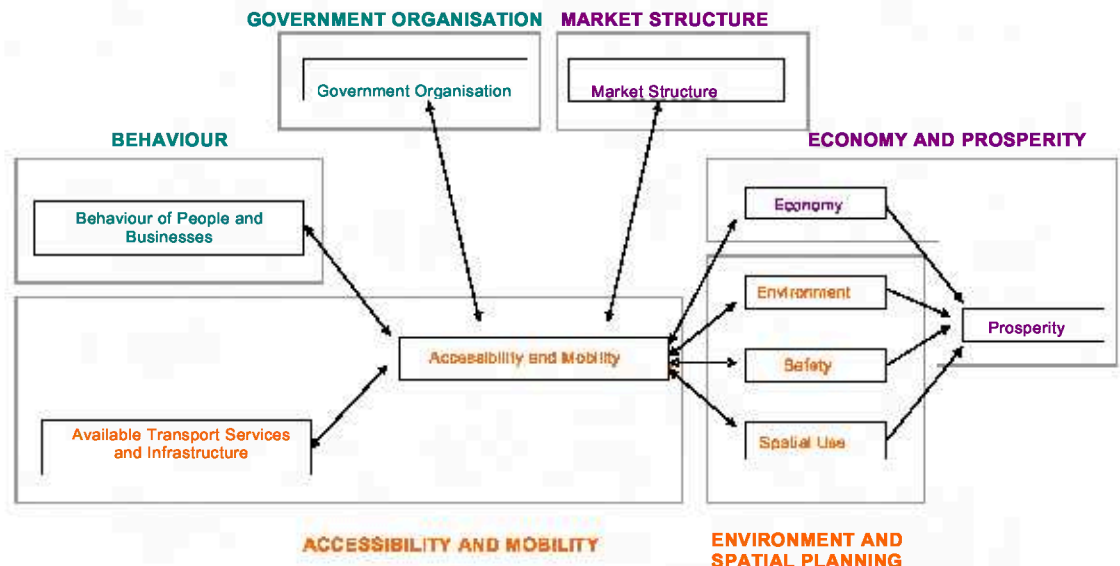
The activities of the KiM are divided into six programmes. These programmes will be included in subsequent work programmes and consequently determine the KiM's scope of work. All KiM research projects figure within these programmes. As a result, programmes consist of an interrelated group of projects.

The following programmes can be distinguished:

1. Behaviour (G)
2. Accessibility and Mobility (B)
3. Environment and Spatial Planning (L)
4. Economy and Prosperity (E)
5. Market Structure (M)
6. Government Organisation (O)

Programme lines do not necessarily follow disciplinary lines. The KiM incorporates various in-house disciplines (traffic and transport engineering, economy, psychology, public administration, etc.). These disciplines are reflected in every programme. Figure 4.1 shows the relationship between the various programmes. This relationship will be explained briefly below.

Figure 4.1:
Programmes



The 'Accessibility and Mobility' programme is at the centre of the diagram. Accessibility and mobility are affected from various sides. The development of transport/accessibility and the availability of transport services/infrastructure are considered as part of the programme itself. The behaviour of people and businesses largely determines the transport demands ('Behaviour' programme). The government organisation and the associated tasks and authorities of the various tiers of government determine the level at which traffic and transport policy is implemented and therefore also affect the development of mobility and accessibility ('Government Organisation' programme). In addition to this, the roles and responsibilities of the government and the market also affect mobility and accessibility ('Market Structure' programme). The accessibility of areas and the growth of transport affect the Netherlands' economic performance and, consequently, prosperity ('Economy and Prosperity' programme). If the impact of economic developments on accessibility is investigated, for example, as part of scenario studies, this project will be classified under the 'Accessibility and Mobility' programme. Conversely, projects addressing the economic impact of transport and accessibility are part of the 'Economy and Prosperity' programme.

Finally, prosperity is more than accessibility and economic growth. It also encompasses safety and quality of the living environment. The relationship between the transport system and the environment (emission of hazardous substances, noise pollution), safety and use of space are the central focus of the 'Living Environment and Space' programme.

The following sections discuss the programmes in greater detail. Chapter 5 then follows with a description of the research projects planned for 2006–2007.

4.2 Behaviour

People travel because they have to or want to perform various activities in different locations. Goods are transported so that they can be used elsewhere. Understanding the travel choices clarifies the possibilities that are available for influencing travel behaviour. Studies into the factors underlying travel behaviour are conducted as part of the 'Behaviour' programme. Developments in travel behaviour are mapped out as well. This takes into account the behaviour of both people and businesses. Instruments for influencing behaviour also form part of this programme. Attempts will be made to collaborate regularly with the Social and Cultural Planning Office (SCP) as part of this programme. *The programme manager is Mrs. Nelly Kalfs.*

4.3 Accessibility and Mobility

Research into transport developments – in terms of both people and goods – and its impact on transport system quality performance is conducted as part of the 'Accessibility and Mobility' programme. The KiM focuses on all modes of transport (air, water, road, rail). Studies

intended to increase our understanding of the concept of accessibility also fall within this programme.

The programme manager is Mr. Jan Anne Annema.

4.4 Environment and Spatial Planning

Transport impacts the environment and spatial planning in a number of ways. Current traffic and transport policy aims mainly to reduce the negative effects of transport. This includes air pollution, noise pollution and lack of safety/traffic safety. Studies into the relationship between transport and aspects of the living environment and the interaction of transport and spatial development are conducted as part of the 'Environment and Spatial Planning' programme. Attempts will be made to collaborate regularly with the Netherlands Environmental Assessment Agency (MNP) and the Netherlands Institute for Spatial Research (RPB) as part of this programme.

The programme manager is Mr. Jan Anne Annema.

4.5 Economy and Prosperity

The 'Economy and Prosperity' programme includes KiM projects and activities that refer to the relationship between infrastructure, accessibility and mobility, on the one hand, and 'economy and prosperity', on the other hand. In this case, 'economy' is understood to mean the economic development of regions, sectors and the Netherlands as a whole. The broader concept of 'prosperity' also includes, for example, safety, environmental quality and the presence of nature.

This programme's central question is how to maximise the contribution of infrastructure, accessibility and mobility to increased prosperity. OEI social cost-benefit analyses are an important instrument here.

Attempts will be made to collaborate regularly with the Netherlands Bureau for Economic Policy Analysis (CPB) as part of this programme.

The programme manager is Mr. Arjen 't Hoen.

4.6 Market Structure

The market structure in various sectors is undergoing change and internationalisation. This also applies to the traffic and transport market.

Private parties are playing an increasingly important role in the various submarkets of the transport market, for example, with regard to the design, construction, maintenance and funding of infrastructure. A key question is how the government will be able to safeguard its responsibility for public interests in an effective and targeted manner. Aspects that play a role in this are which public interests are present in the various submarkets, how roles and the division of tasks can be

defined, what impact these have on the transport system, how supervision should be organised within a certain market structure and how the ownership of businesses that are controlled by the government should be handled.

Attempts will be made to collaborate regularly with the CPB as part of this programme.

The programme manager is Mr. Arjen 't Hoen.

4.7 Government Organisation

In the Netherlands, tasks and powers are divided among various tiers of government. This applies to such aspects as the responsibility for the construction and maintenance of infrastructure and the availability of public transport. The division of responsibilities between the various tiers of government is also shifting with regard to a number of important policy dossiers of VenW. The 'Government Organisation' programme focuses on the pros and cons of the various divisions of responsibilities within and between the various levels of government. One key aspect is also the organisation of collaboration between the various tiers of government.

The programme manager is Mrs. Nelly Kalfs.

5. Projects and activities

This chapter provides an overview of the projects and activities of each KiM programme in 2007. A few projects will be explained in greater detail, more specifically those projects with an international character or key international aspects. The projects have been clustered according to themes. For the projects resulting in an internal KiM product, a distinction is made between research projects for acquiring knowledge and research projects for policy processes. See also Section 2.4 for an explanation of this division.

Projects conducted by others, such as the AVV Transport Research Centre (AVV), and in which the KiM therefore only plays a support and/or supervisory role are indicated as well.

Explanation of tables:

The following sections include – for each theme – a table containing an overview of projects and activities for 2007. For the projects resulting in an internal KiM product, a distinction is made between:

- research projects for acquiring knowledge;
- research projects for current policy processes.

In addition, all support and supervisory activities are listed at the bottom of the table in a smaller font.

5.1 Behaviour

The 'Behaviour' programme focuses on the underlying factors of and developments relating to transport behaviour. This concerns the behaviour of both people and businesses (motives of transporters and shippers). Understanding the travel choices clarifies the possibilities that are available for influencing travel behaviour. The following themes are addressed as part of the 'Behaviour' programme:

- environmental developments;
- behavioural developments;
- perceptual aspects;
- influencing behaviour.

5.1.1. Environmental developments

Description of theme

The transport behaviour of people and businesses is dependent on spatial, demographic, socio-cultural and economic developments.

This involves such aspects as the values and norms of various societal groups/subgroups, trends in the size and composition of the population and households, use of space and prosperity aspects, including job participation and income. Knowledge about the interrelationship of

these developments and transport behaviour are key to VenW. The KiM conducts various research programmes to increase the knowledge of this area.

Projects and activities in 2007

The research the KiM will be conducting as part of this theme in 2007 focuses primarily on the impact of ageing, the transport behaviour of ethnic minorities, family mobility and increasing job participation of women, and the impact of oil price increases on transport and mobility. In addition, the KiM participates in the supervisory group of the time-use (TBO) study into the way in which the Dutch population spends its time.

Projects
G1 – Ageing and transport
G2 – ERA-NET Transport: demographic changes and mobility (international work group)
G3 – Future mobility of ethnic minorities
G4 – Family mobility and increasing job participation of women
G5 – Impact of oil price increases on transport behaviour
Support and supervisory activities:
G6 – SCP's TBO study

One specific project explained in more detail:

G2 – ERA-NET Transport, Demographic changes and mobility

Together with Transumo, the KiM is participating in an international ERA-NET Transport (ENT) working group to prepare a multinational work programme in the field of demographic trends and transport. The working group will address mainly 'transport behaviour in general' and 'supply and demand of new transport services', focusing primarily on 'ageing'.

5.1.2. Behavioural developments

Description of theme

People travel with a variety of reasons. People travel mostly in connection with free time (38%). Other reasons for travelling include work, business, shopping and education. Understanding the reasons/changing reasons for travelling offers a starting point for traffic and transport policy.

Projects and activities in 2007

In 2007, the KiM will focus on future changes in the reasons for travelling. In addition, the *Nederland op Dinsdag, Nederland op zondag* [The Netherlands on Tuesday, the Netherlands on Sunday] project will be conducted in collaboration with the RPB. The improvement of road safety with involvement of goods transport project will also be conducted.

Projects
G7 – Future changes in the reasons for travel
G8 – The Netherlands on Tuesday, the Netherlands on Sunday
G9 – Improvement of road safety with involvement of goods transport

5.1.3. Perceptual aspects

Description of theme

Transport perceptions are a largely unexplored theme within traffic and transport research. The majority of research is aimed at actual behaviour and patterns. Subjective aspects, perception and the valuation of transport options are never really considered, despite the fact that perceptual aspects may explain part of the behaviour displayed. A better understanding of perceptual aspects may help policy planners and transport service providers to respond better to the experiences of people and businesses when formulating policy and/or launching services.

Projects and activities in 2007

In 2007, the KiM will focus mainly on people: their perception of transport and the image of public transport. Furthermore, changes to risk perception as a result of social developments will be studied as well. The 2007 work programme includes the following activities:

Projects
G10 – Transport perceptions
G11 – Image of public transport
G12 – Changes to risk perception

5.1.4. Influencing behaviour

Description of theme

The research conducted as part of this theme focuses on influencing behaviour by introducing or applying specific measures. One key way to influence behaviour is pricing. This subject is closely related to the 'Accessibility and Mobility' and 'Economy and Prosperity' programmes. Different approaches to paying for road use contribute to accessibility. Improved accessibility positively impacts the economic climate for establishing a business and the prosperity of the Netherlands.

Projects and activities in 2007

In 2007, the KiM will focus mainly on the policy choices with regard to *Anders betalen voor mobiliteit* [Alternative ways of paying for transport] and an exploration of regional pricing policy. The research will also consider the impact of a different modal split. The following research projects will be performed as part of the 'Influencing

Behaviour' theme:

Projects
<i>Pricing policy and alternatives</i>
G13 – Alternative ways of paying for transport
G14 – Alternative accessibility measures and impact of pricing policy
G15 – Exploration of regional pricing policy
<i>Modal Split</i>
G16 – Modal shift

5.2 Accessibility and Mobility

The primary focus when determining the effectiveness of traffic and transport policy is accessibility. Transport system users assess the policy based on their perceptions of accessibility. This is why so much attention is being paid to accessibility, both for the development of policy aims and for the preparation of policy instruments.

The 'Accessibility and Mobility' programme distinguishes between the following themes:

1. Transport balance and monitor to understand the state and development of transport in the Netherlands.
2. Scenarios to understand transport system performance using various basic assumptions.
3. New indicators to anticipate changes to the definition of the problem as provided by policymakers.
4. Analysis of capacity and accessibility in specific sectors and of specific policy measures to understand the way in which the transport system functions and to verify the impact of possible policy alternatives.
5. The updating of the set of analysis instruments, particularly the traffic and transport models.

5.2.1. Transport balance and monitor

Description of theme

Monitors and balances are prepared to gain an understanding and develop an overview of the state of transport in the Netherlands. A monitor provides a description of the trends, a balance an explanation of the trends observed. These products are therefore quite appropriate in facilitating the determination of policy aims.

Products and activities in 2007

The KiM prepares its own transport balance and contributes to the supervision of AVV for various monitors.

Projects
<i>Current state of transport in the Netherlands:</i>
B1 – Transport balance
Support and supervisory activities
<i>Current state of transport in the Netherlands:</i>
B2 – National transport monitor (coordinator: AVV)
B3 – Policy Document on Mobility 2007 public transport monitor
<i>Supervising the process of updating monitors and basic files</i>
B4 – Integration of international trade and transport statistics
B5 – Goods transport monitor (coordinator: AVV)
B6 – Basic files relating to goods transport

One specific project explained in more detail:

B1 – Transport balance

Creating an overview of the state of and explanations of transport in the Netherlands. The product must be accessible to policymakers and others who are interested in some aspect of the transport system. This includes the general public.

5.2.2. Scenarios

Description of theme

Scenarios/future scenarios are key to developing effective medium- and long-term policy strategies, for example, investment policy: Should investments be made in additional infrastructure, additional drainage and/or additional dikes? If so, when should these investments be made? And to what extent? Or are completely different solutions possible? Scenarios are key means of exploring answers to these questions.

Projects and activities in 2007

The results of the *Welvaart en Leefomgeving* [Prosperity and Living Environment or WLO] study were published in late 2006. Its application in policy development will be further defined in 2007. For this reason, the work that will be done in that year will focus on that associated with the conclusion of phase 1 of the study. Secondly, the possible start of the second stage (policy analysis) of the WLO study will be discussed. This, however, still needs to be discussed with the Ministry and possible partners for a study of this kind.

Projects
B7 – Conclusion of Phase 1 of the WLO study (goods transport)
B8 – Policy analyses using the WLO study scenarios
B9 – Workshops based on scenarios

5.2.3. Indicators

Description of theme

The meaning of the concepts accessibility and mobility is changing. Unlimited accessibility can no longer always be guaranteed in today's complex and crowded transport system. This is why other aspects are assuming an increasingly prominent role in current policy developments, as stated in the Policy Document on Mobility. The reliability of travel times is an example.

In order to facilitate the optimisation of these aspects by avoiding a dramatic increase in the number of indicators, which would create problems for their clarity and understanding, two types of indicators are being developed:

- **Accessibility:** The way in which traffic and transport are perceived and valued by users (reliability of travelling times is part of this), taking into account door-to-door travel.
- **Transport:** The way in which traffic and transport are defined by the government in terms of volume and intensity, developing policies and measures on this basis.

These indicators should be unambiguous and appropriate for the development of policies and policy measures. They are key to all research subjects within the 'Accessibility and Mobility' programme. These new indicators will have to be incorporated in the transport balance and scenarios to be able to use them when determining policy aims, and policy analyses require the new indicators to be able to verify whether the effects of the policy are in line with the policy aims.

Activities in 2007

In 2007, indicators for accessibility, transport and transport volumes will be developed, whereby a link will be made with the indicator to be developed by AVV for door-to-door accessibility in the region.

Projects
<i>Accessibility</i>
B10 – Accessibility indicator
<i>Transport</i>
B11 – Transport indicator
Support and supervisory activities
<i>Accessibility</i>
B12 – Indicators for door-to-door accessibility in the region (coordinator: AVV)

One specific project explained in more detail:

B10 - Accessibility indicator

The aim of this project is to develop an indicator to actually measure accessibility. Accessibility is one of the key subjects of the Policy Document on Mobility.

A reliable indicator for accessibility that can be communicated clearly is crucial if you want to say anything about policy effects that are

expected and have been achieved, as well as to be able to establish whether a new policy aimed at improved accessibility is required.

5.2.4. Analysis of capacity and accessibility

Description of theme

Accessibility management can be approached from many angles, of which the potential of only a few have been explored. The analysis of this forms the core of the 'Accessibility and Mobility' programme.

Projects and activities in 2007

In 2007, research will focus on:

- accessibility in general;
- road infrastructure;
- public transport;
- capacity of Amsterdam Airport Schiphol.

The vast majority of traffic and transport on land uses the road infrastructure. Increased car use has prompted VenW to aim for a renewed policy outlook relating to the use of the road infrastructure. In addition to this, the intentions stated in the Policy Document on Mobility for resolving bottlenecks in the motorway network require periodic review.

There are currently a variety of ideas regarding the future developments in the demand for rail transport. This is why the expectations for the market developments relating to rail traffic will be studied in more detail.

Finally: Amsterdam Airport Schiphol is of significant economic and strategic importance to the Netherlands. The expected increase in air travel options requires a reliable long-term outlook on the development of the airport, whilst the nuisance it causes must remain acceptable to maintain social support.

Projects
<i>Infrastructure: road</i>
B15 – More effective use of road infrastructure
B16 – Review of trunk road network bottleneck analysis from the Policy Document on Mobility
<i>Public transport</i>
B17 – National market and capacity analysis of rail traffic
<i>Focus on Amsterdam Airport Schiphol</i>
B19 – Exploration of long-term development of Amsterdam Airport Schiphol
Support and guidance
<i>Capacity and accessibility: general programmes</i>
B13 – Main port hinterland connections
B14 – Evaluation of transport management (coordinator: AVV)

B20 – Surface transport networks, improving their reliability and levels of service (trekker: AVV)
--

<i>Public transport</i>

B18 – Contribution of public transport to urban accessibility (coordinator: AVV)
--

One specific project explained in more detail:

B19 - Exploration of long-term development of Amsterdam Airport Schiphol

DGTL is exploring the long-term consolidation and strengthening of the position of the Amsterdam Airport Schiphol main port, including potential physical extensions. The KiM is assessing the quality of the problem analysis on behalf of DGTL. The KiM may be asked to perform studies/sub-studies, for example, relating to transport issues, market structure issues, management issues, the economic significance of civil aviation/Amsterdam Airport Schiphol and social cost-benefit analyses. If the KiM does not conduct the research itself, it will be asked to play an evaluative role in certain parts.

5.2.5. Traffic and transport models

Description of theme

The changing view of accessibility and transport and the new roles of central and local authorities and other parties require a critical evaluation of the role of the set of analysis instruments in place. Traffic and transport models form a key and inevitable part of this.

The activities associated with traffic and transport models will be implemented in accordance with associated arrangements regarding the division of roles between AVV and the KiM. For example, strategic models like the *Landelijk Model Systeem Verkeer en Vervoer* [National Traffic and Transport Model System or LMS] and *Strategisch Model voor Integrale Logistiek en Evaluatie* [Strategic Model for Integral Logistics and Evaluation or SMILE+] will remain the property of AVV, which is also responsible for their development and modification. The KiM's role is to apply these models and, in this role, likes to think along about possible points for improvement.

Projects and activities in 2007

Indications from DGP, DGTL and AVV have resulted in the definition of a project to handle the evaluation stated above.

Projects

B21 – Traffic and transport models

Support and supervisory activities

B22 – Transport management in T&T models (coordinator: AVV)

5.3 Environment and Spatial Planning

As part of the 'Environment and Spatial Planning' programme, studies are conducted into the relationship between transport and aspects

relating to the living environment and the interaction of transport and spatial development.

Projects and activities in 2007

The various medium- and long-term transport scenario analyses do not – or only a very limited extent – take the impact of possible changes in the climate into account. The WLO study only addresses this to a limited degree. The impact of climate change will be analysed in more detail in 2007 given the considerable effect it could have on, for instance, transport. The initial focus will be the effects on the objectives of the Policy Document on Mobility and on main ports and transport modalities. It is possible, however, that the scope will be expanded to include the performance of the transport system as a whole and the role of relevant actors in this, including those other than the government.

In addition researching the impact of climate change, the KiM will conduct the 'Safeplan and Safestat' project in 2007, compile a list of the costs of traffic and transport for society and carry out a project relating to the further expansion of Amsterdam Airport Schiphol. The KiM will also have a supporting role in the Spatial Policy Monitor.

Projects
L1 – Safeplan and Safestat
L2 – Selective growth of Amsterdam Airport Schiphol without increased nuisance
L3 – Societal costs of traffic and transport
L4 – Impact of climate change on the achievement of Policy Document on Mobility targets
L5 – Consequences of climate change for main ports and transport modalities
Support and supervisory activities
L6 – Spatial Policy Monitor

5.4 Economy and Prosperity

The 'Economy and Prosperity' programme includes KiM projects and activities that refer to the relationship between infrastructure, accessibility and mobility, on the one hand, and 'economy and prosperity', on the other.

The concept mobility includes the transport of both people and goods transport.

In this case, 'economy' is understood to mean the economic development of regions, sectors and the Netherlands as a whole in terms of added value (GNP). The broader term 'prosperity' is often defined as the extent to which requirements can be satisfied with the available resources. Not only economic developments determine prosperity. For example, traffic congestion, safety, environmental quality and the presence of nature also affect prosperity.

The programme's central question is how to maximise the contribution of infrastructure, accessibility and mobility to increased prosperity. OEI social cost-benefit analyses are an important instrument here.

In line with the distinction described above, this programme distinguishes the following themes:

- economic development;
- impact on prosperity.

5.4.1. Economic development

Description of theme

Knowledge about the interrelationship between infrastructure, accessibility and mobility, on the one hand, and the economic development of regions, sectors and the Netherlands as a whole, on the other hand, is very important to VenW. This knowledge is required to determine how VenW will be able to boost economic development using the set of policy instruments that available to it. This is because more infrastructure and improved accessibility do not always boost economic development everywhere to the same extent. Some sectors of the economy are more sensitive to the costs of transport than others. Furthermore, 'accessibility' is not the only relevant establishment location factor and, more importantly, attracting companies from abroad is not always as beneficial to economic development as is assumed due to the impact of fierce competition. In addition, some regions face more challenging accessibility problems than others. The KiM wishes to expand knowledge of this area.

Projects and activities in 2007

The projects planned for 2007 are aimed at the indirect economic impact of goods transport, the possible synergetic effect of the main ports of Rotterdam and Amsterdam Airport Schiphol and the economic significance of recreational traffic. The KiM is also a member of the consultative group of a project coordinated by AVV in which models for determining the indirect economic impact are compared and in the consultative group of the 'decisive competitive factors for seaports' project, which is being outsourced by AVV. The KiM is also involved in research into the socio-economic significance of road transport and the associated clusters.

Projects
E1 – Indirect economic impact of goods transport
E2 – Synergy of main ports
E3 – Extended research into the SCP report on recreational traffic from an economic perspective
Support and supervisory activities
E4 – Comparison of models relating to indirect impact
E5 – Decisive competitive factors for seaports (coordinator: AVV)
E6 – Socio-economic significance of road transport and the associated clusters

5.4.2. Impact of prosperity

A social cost-benefit analysis (MKBA) identifies and analyses the impact of policy measures on prosperity (costs and benefits). Wherever possible, the costs and benefits are compared to a zero alternative by placing them under a single denominator, expressing them in monetary terms. If this does not appear to be possible, the impact is presented in their own physical units. The OEI guideline was developed for infrastructure projects. Its application generates an overview of the costs and benefits of an infrastructure project and several alternatives: Overview Effects Infrastructure.

Various KiM projects and activities are related to MKBA. These are often carried out in collaboration or consultation with the CPB. The following distinction is made:

- a. methodological aspects of MKBA (further specification of the OEI guideline);
- b. significance and role of MKBAs;
- c. preparation and verification of MKBAs for actual projects; in this case, the KiM focuses on major projects that are of national importance, whilst AVV focuses on standard exploratory and planning studies (smaller projects);
- d. exploration of planning of ex-post evaluations

Projects
<i>a) Methodological aspects of MKBA (further specification of the OEI guideline)</i>
E7 – Economic valuation of reliability of travelling times for various modalities
E8 – Impact of investments in public transport
E9 – Assignment of boundary effects
E10 – OEI for integrated area development projects
E11 – OEI for management and maintenance
<i>b) Significance and role of MKBAs</i>
E12 – OEI communication
E13 – Outlook development versus MKBA
<i>c) Preparation and verification of MKBAs for actual projects</i>
E14 – Verification of the <i>IJzeren Rijn</i> [Iron Rhine] MKBA Verification of various projects
<i>d) Exploration of planning of ex-post evaluations</i>
E15 – Methodology of ex-post evaluations
Support and supervisory activities
E16 – MKBAs for basic network for the transport of hazardous substances
E17 – OEI for MIT planning studies (coordinator: AVV)

Re a. Methodological aspects of MKBA (further specification of OEI guideline)

Description of theme/sub-theme

In the supplements to the OEI guideline, various methodological

aspects concerning the structure of an MKBA and the valuation of the various effects are covered. A number of aspects still require further specification.

Projects and activities in 2007

In 2007, the KiM will continue working on the valuation of the reliability of travelling times and will conduct projects relating to the impact of investments in public transport, the assignment of what are known as boundary effects, the specific aspects of projects aimed at integrated area development and the application of OEI in management and maintenance.

Re b. Significance and role of MKBAs

Description of theme/sub-theme

MKBAs prepared in accordance with the OEI guideline are often still considered a black box. There is a lot of uncertainty with regard to such issues as: Which effects are included in an MKBA? Why are some effects that can be identified in practice not directly reflected in an MKBA? What is the relationship between the results of an MKBA and the extent to which government targets are achieved? In addition to this, people often complain that MKBAs are used to 'calculate projects to pieces', whilst these projects form part of a future outlook on the development of our country.

Projects and activities in 2007

In 2007, the KiM intends to improve communication regarding the content of MKBAs and the OEI guidelines and also endeavour to bring the worlds of MKBAs and outlook development more in line with each other. The KiM will also be involved in the further preparation and development of an 'OEI for MIT planning studies', which is being coordinated by AVV.

Re c. Preparation and verification of MKBAs for actual projects

Description of theme/sub-theme

The KiM not only focuses on methodology and communication relating to MKBAs and the OEI guideline, but can also be called in to conduct and verify MKBAs for current minor and major projects to provide advice relating to the role, contents and application of MKBAs. The CPB also performs cost-benefit analyses for minor and major projects and verifies the results of projects that have been performed by other parties. As far as verification is concerned, the KiM will generally be involved with MKBAs during policy development, while the CPB often does not start the verification until the end of the policy process.

Projects and activities in 2007

In 2007, the KiM will verify the 'Iron Rhine' MKBA (E14). Furthermore, the KiM will in any event be involved in supervising the MKBA for what is known as the basic network for hazardous substances. In addition, the KiM will also be playing an as yet unspecified role in MKBAs that form part of the 'Exploration of long-term development of Amsterdam

Airport Schiphol' (B19), 'National market and capacity analysis of the rail traffic' (B17) and 'Review of trunk road network bottleneck analysis' (B16) projects. For a more detailed description of these three projects, please consult the 'Accessibility and Mobility' programme.

Re d. Exploration of planning of ex-post evaluations

Description of theme/sub-theme

The OEI guideline aims at analysing infrastructure projects prior to implementation. Conducting cost and benefit analyses after the implementation of infrastructure projects is rarely done in the Netherlands. The information obtained from the latter, however, can be very useful in improving the estimates of the costs and benefits of proposed projects.

Projects and activities in 2007

In 2007, the KiM will be exploring a number of analysis aspects in greater detail.

5.5 Market Structure

The market structure in various sectors is undergoing change and internationalisation. This also applies to the traffic and transport market. Private parties are playing an increasingly important role in the various submarkets of the transport market, for example, with regard to the design, construction, maintenance and funding of infrastructure. A key question here is how the government will be able to safeguard its responsibility for public interests in an effective and targeted manner. Aspects that play a role in this are which public interests are present in the various submarkets, how roles and the division of tasks can be defined, what impact these have on the transport system, how supervision should be organised within a certain market structure and how the ownership of businesses that are controlled by the government should be handled.

Projects and activities in 2007

In 2007, the KiM will analyse the public interests and market structure within the following markets/submarkets: road management, civil aviation and pipelines. In addition, the KiM will be involved in the DGR project 'Alternative management approaches to the railway sector'.

Projects
M1/M2 – Different organisation of road management
M4 – Market structure and management of civil aviation
M5 – Public interests and market structure for pipelines
Support and supervisory activities
M3 – Alternative management approaches to the railway sector

5.6 Government Organisation

Various levels of government are involved in the transport system, developing and implementing policy. The high degree of government involvement sometimes leads to inefficient organisational structures. However, it also creates opportunities. Each level of government can play a specific role in the development of policies and policy measures for the transport system. VenW is aware of this and wishes to participate actively in the discussions relating to changes to administrative decision-making at various tiers of government. VenW also wishes to evaluate its tasks and roles and, where required, review them. Additionally, VenW also plays a supervisory role. As a result, it wants to examine the effectiveness of this supervision in more detail and improve it.

5.6.1. Tiers of government and collaboration

Description of theme

In the years to come, VenW will be facing changes to the government organisation. The scale at which administrative decision-making takes place is under discussion. In view of the fact that central and local authorities all play a specific role in the development of policies for traffic and transport and their further specification, this discussion will also be quite significant for traffic and transport.

EU-level exchange of experiences with and ideas about the development of transport policies and the strategic research on which they are based is occurring more frequently. The EC's role in this will become increasingly important in the next couple of years, as international coordination is considered one of the ways to handle the transport issues of the future. Examples of this include the exchange of proposals with regard to funding and how to affect behaviour (tolls, pricing).

Projects and activities in 2007

The administrative reorganisation of the Randstad conurbation (Kok Commission report) is one of the policy priorities currently specified for the next Cabinet. One of this theme's projects is geared towards this. Furthermore, the KiM will participate in the ERA-NET Transport programme on behalf of VenW and will conduct a comparative analysis of the basic policy assumptions of the Policy Document on Mobility and those of other European countries.

Projects
<i>National</i>
O1 – Impact of the administrative reorganisation of Randstad
<i>International</i>
O2 – ERA-NET Transport
O3 – Analysis of Policy Document on Mobility within a European context

One specific project explained in more detail:

O2 – ERA-NET Transport

On behalf of the Ministry, the KiM is taking part in this project (2004–2007), which is being funded at a EU level. It will conduct relevant analyses into the (strategic) research themes and subjects in European countries, the countries active in the EC and the international organisations for research programming (and their governing bodies). Information of interest to the Ministry is gleaned from these analyses about research priorities in other countries and, partly in connection with Policy Document on Mobility priorities, proposals are submitted for subjects to be placed on the transnational strategic research agenda.

5.6.2. Tasks and roles

Description of theme

The KiM will be providing relevant contributions to the definition of possible roles for VenW in the future as an active promoter of innovation and for the collaboration with other tiers of government. VenW also plays a key role in various forms of inspection.

Projects and activities in 2007

In 2007, the focus will lie on the roles VenW may be able to fulfil with regard to innovation. The Transport and Water Innovation Letter of 21 June 2006 states a number of possible roles: legislator, launching customer, financier, contracting authority, experiments facilitator, expertise director, expertise broker and administrator. Experiences from abroad with decision-making and innovation may be useful in this process.

The effectiveness of supervision will be studied in more detail as part of the 'Supervision in Motion' programme.

Projects
<i>Promotion of innovation</i>
O4 – Collaboration of authorities for innovation
<i>Effectiveness of supervision</i>
O5 – International benchmark
O6 – Measuring effects of methodical development

One specific project explained in more detail:

O5 and O6 – Effectiveness of supervision

As part of the 'Supervision in Motion' programme, there is a need to study the effectiveness of supervision in more detail. In particular, this includes an exploration of the possibilities to improve the effectiveness of supervision. To date, two subprojects/research subprojects have been defined: an international benchmark of organisations comparable to IVW and the development of a method to improve measuring the effectiveness of supervision.

www.kimnet.nl