# 2008 Work Programme

Kennisinstituut voor Mobiliteitsbeleid

# 2008 Work Programme

KiM Netherlands Institute for Transport Policy Analysis

**February 2008**

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# 1. Introduction

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This is the second work programme of the Netherlands Institute for Transport Policy Analysis (KiM). It is intended both for the Ministry of Transport, Public Works and Water Management (V&W) and for other people and organisations interested in the activities of the KiM.

The KiM's work programme consists largely of knowledge questions from the Directorates-General of V&W and the Transport and Water Management Inspectorate (IVW). Drafted by the Secretary-General of V&W, the work programme has been submitted to the KiM Programme Committee[1].

*Dynamics of the work programme*
The capacity for 2008 has been earmarked for the projects and other activities outlined in this work programme. During the year, the KiM may receive new requests from V&W or, for example, from the Lower House of Dutch Parliament (via V&W). If these requests give rise to projects or other activities that require a substantial amount of time, new priorities will be set in consultation with the parties involved.

*Continuation from 2007*
A number of projects from the 2007 Work Programme continue in 2008. The 'continued projects' are addressed separately in the current work programme. Some have been updated in consultation with the Directorate-General for Passenger Transport (DGP), the Directorate-General for Transport and Aviation (DGTL) and the IVW. The description of these projects may therefore depart from the descriptions in the 2007 Work Programme.

*Reader's guide*
Chapter 2 discusses the shift in focus of the research choices in 2008 compared to the 2007 Work Programme. This shift is linked to recommendations from the Programme Committee and the V&W's long-term knowledge requirements, as stated in the 'Strategic Knowledge and Innovation Agenda for Transport and Water' (discussion paper dated 16 November 2007). Chapter 3 presents an overview of the projects and activities scheduled for 2008. Chapter 4 shows how the capacity is divided over these programmes and over the V&W agencies.

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[1] The Programme Committee is chaired by the Deputy Secretary-General of V&W, who also represents the central agencies. The other members of the Programme Committee include representatives of the Directorate-General for Passenger Transport (DGP), Directorate-General for Civil Aviation and Freight Transport (DGTL), IVW and the Directorate-General for Public Works and Water Management (RWS), plus two external members.

This work programme presents an overview of all research the KiM will perform in 2008. Projects involving a clear international approach are explained in more detail.

*More information*
For more information about the KiM and the 2008 Work Programme, please contact Mr Sieds Halbesma by phone on
+31 (0)70 351 1970 or by e-mail (sieds.halbesma@minvenw.nl).

# 2. Principles and working method

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## 2.1   Mission and added value of the KiM

The KiM's 'key research focus' is long-term transport development based on a multidisciplinary approach. In the KiM studies, special attention is paid to the impact of both old and new policies on transport and the social effects of transport. Key questions in KiM studies are: What are the policy options? What will be the social effects if the government pursues certain options? The KiM applies various scientific approaches, such as economics, traffic engineering, psychology, sociology, public administration and environmental engineering. The KiM acts as an independent knowledge institute within V&W.

Policy development within V&W is an integrated and complex process. Considerations and choices are based in part on knowledge from various relevant disciplines. The KiM contributes to policy development by providing knowledge.

The KiM's added value arises from a combination of underlying principles.

*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 the policy is not part of this and is therefore 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.

*Multidisciplinary:* In many studies, the KiM takes a variety of approaches in responding to the question, based, for example, on economics, psychology, traffic engineering and public administration. The KiM already implemented this underlying principle in 2007. In 2008, the KiM wishes to enhance this aspect by having projects performed even more frequently by multidisciplinary teams and/or by having draft reports also read and assessed by KiM staff with expertise in a completely different discipline.

## 2.2    Strategic support in the policy cycle

This work programme draws from two key sources of strategic knowledge questions: questions from Directorates-General and the long-term knowledge requirement.

*Questions from Directorates-General*
The knowledge questions from the DG Passenger Transport and the DG Civil Aviation and Freight Transport serve as key 'input' for the work programme. In 2008, a relatively large number of knowledge projects were requested for the theme Public Transport. Given the current political issues, more knowledge questions were asked in 2008 compared to 2007 with regard to such themes as climate change and the link between spatial planning and traffic/transport policy. In consultation with the Directorates-General, the KiM is also involved in the strategic support of important policy dossiers for 2008, such as the 'Transport Outlook', the 'Elverding Committee' on the simplification of planning procedures and the 'Different Payment for Mobility' project.

*Long-term knowledge agenda*
In addition to current policy processes, the work programme is also based on the long-term knowledge requirements of V&W, as stated in the Strategic Knowledge and Innovation Agenda for Transport and Water. A brief overview:
• There is a need for knowledge about transport trends and developments. This knowledge requirement is rooted in such projects as: 'Transport Balance', 'Building a long-series database', 'Seven transport trends: A decade later', 'Explanatory models for transport and congestion' (see Chapter 3).
• Key themes are transport system sustainability and effective mainports. A number of projects in Chapter 3 are linked to these themes. For example, 'Support for the development of the 2040 road outlook', 'The significance of the government for the mainports', 'Viable public transport from a CBA perspective' and 'Road transport emissions trade'.
• A need for knowledge has been formulated with regard to decision-making and governability within the domain of V&W. The Programme Committee has also recommended knowledge development with regard to market organisation issues. Market organisation issues concern the question: how can the government meet its responsibility to guard public interests in the various submarkets within the domain of V&W in an effective and targeted manner? The knowledge requirements for governability and market organisation in an increasingly complex society is a key focus of the projects 'Price-setting in the taxi market', ' Railway market organisation', 'Choice of instruments for traffic and transport policy'. The knowledge requirements for decision-making are addressed by such projects as 'Perspective on projects', 'Policy analysis', 'Recalibration/evaluation of the Mobility Policy Document' and 'Support for Elverding Committee'.

- Within V&W, there is a need for knowledge about behaviour and perception. This need is addressed by such KiM projects as 'Passenger satisfaction', 'Profile of transport users – especially other public transport users', 'Incentives to promote behavioural change' and 'Application of human factors in Transport and Water Management Inspectorate inspections' (see Chapter 3).

*Research programme 'Sustainable accessibility of the Randstad conurbation'*

In terms of research themes, the KiM's work programme overlaps the research programme 'Sustainable accessibility of the Randstad conurbation', which was initiated by V&W, the Ministry of Housing, Spatial Planning and the Environment (VROM) and the Ministry of Economic Affairs (EZ). However, that research programme is more academic in nature, which means that it uses a more scientific approach than the work of the KiM. The duration is also different: academic programmes last several years, whilst KiM projects last an average of six months. In some cases, collaboration between the two programmes will be initiated.

## 2.3    Three types of research projects and ad hoc questions

The KiM distinguishes three types of research projects.

*1.   Research projects for current policy processes*

This includes research performed for current policy projects or processes, often involving the use of knowledge developed by either the KiM itself or external organisations/institutes. As explained in the previous section, the KiM limits itself to policy projects and processes of a strategic nature (i.e. focus on the initial phases of the policy cycle).

*2.   Research projects to benefit knowledge development*

This type of research involves the development and dissemination of knowledge pertaining to certain themes (e.g. Transport Balance, compilation of extensive data series, impact of ageing, perspective on socially cost-effective projects and passenger satisfaction). Although this knowledge is significant for policy preparation in both the short and long term, no policy projects or processes are currently in place that directly address the development of this knowledge. Two PhD projects at the KiM and the VU Amsterdam university are also part of 'knowledge development'.

*3. Support and supervisory activities*

For various policy processes, the KiM will issue recommendations in the form of, for example, verbal reflection, written second opinions, joint supervision of external research and the organisation of workshops. 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 questions. Any of the KiM

programmes may address these research plans and knowledge questions. The KiM also provides relevant contributions to the V&W 'Think Tank'.

The KiM deliberately focuses on the three types of research. Focusing exclusively on knowledge development would result in a knowledge institute that has isolated itself from current policy practice. However, knowledge development is required to base the application of knowledge in current policy projects and for 'ad-hoc questions' on a sound and current – scientific – knowledge base. Chapter 3 discusses this distinction in greater detail, indicating the types of the various projects discussed. Chapter 4 describes the allocation of capacity between the three types of projects.

*Ad hoc*

The amount of time the KiM spent responding to ad-hoc questions in 2007 was surprising. This concerns relatively urgent requests for information related to policy questions related to current policy processes. It involves activities that take a limited period of time (i.e. no more than a few days). The Programme Committee has established that the many ad-hoc questions demonstrate that the KiM is not 'free-floating', but that there are close links between the customers and the KiM. The Programme Committee has, however, recommended that time for ad-hoc questions must be budgeted. For this reason, this work programme keeps 10% of the KiM's time free for ad-hoc questions. A time-registration system will be used to keep track of how much 'ad-hoc time' is being used. If during the year it appears that this time will exceed 10%, consultations will be held with the customers.

## 2.4    Working method and communication

Although the working method is identical to last year's, there are a number of shifts in focus areas. This includes:
1.  The KiM's principal task consists of conducting independent and scientific research and analyses itself. However, collaborations with other parties will be set up and substudies will be outsourced more than in 2007. This should increase the use of the strengths of others.
2.  With 30 FTEs, the KiM is unable to develop a sufficiently broad knowledge base to produce high-quality research reports with regard to every aspect of transport. For this reason, a distinction is made between:
    a)  knowledge areas in which the KiM has a solid foundation of expertise or is working to develop this;
    b)  other knowledge areas (see Appendix A).
    With regard to item 1, collaboration with others will primarily be sought with regard to other knowledge areas.

*Communication*

The KiM's communication aims include: disseminating knowledge, encouraging and extending the comprehensive nature of the public debate on transport, and developing an authoritative image. KiM reports, background documents and papers are key tools for conveying

research results. However, the KiM should be more than a 'report mill'. The KiM avoids this by also holding presentations, issuing second opinions, providing contributions to discussion meetings and participating in consultation groups. Several times a year, the KiM meets with the governing board of V&W to present research results and provoke a discussion. In 2008, the KiM will be organising its first major symposium, entitled: *'England-The Netherlands 1-0? Towards better decision-making on infrastructure'*.

*Organisation and cohesion*
The KiM's activities are divided into six programmes. 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 Organisation (M)
6. Government Organisation (O)

Agreements regarding allocation of duties and collaboration have been made with the RWS Centre for Transport and Navigation (DVS). The DVS will also continue to work on questions that support the policy. In general, questions of a strategic nature will primarily be handled by the KiM and questions of a more tactical-operational nature by the DVS. The DVS offered its approval of this work programme in the draft phase.

## 2.5 International focus

Transport policy developments are increasingly taking on an international and European character. The KiM is constantly looking for state-of-the-art international scientific knowledge and the latest international policy context.

The primary specification of the international focus lies with a number of research projects. As part of the Behaviour programme, for example, the KiM participates with four other European countries in a joint study into the impact of ageing on transport. Within the Accessibility and Mobility programme, the KiM is also participating in an international Joint Transport Research Centre working group, which focuses on the effects of globalisation on transport flows. The Transport Balance 2008 is also being developed as part of this programme, which this year will provide an international comparison of urban transport performance. As part of the Environment and Spatial Planning programme, options are studied for the inclusion of goods transport in a European system of $CO_2$ emissions trade. As part of the Economy and Prosperity programme, an international benchmark is also being developed for airport capacity policy and research is being conducted into international collaboration between seaports. As part of the Market

Organisation programme, an international exploration is being performed into a single European railway market in 2015.

In addition, the KiM is involved in the development and performance of several international research programmes. Via the JTRC Research Committee, it is contributing to the Organisation for Economic Cooperation and Development-International Transport Forum (OECD-ITF) research programme. The results of this research are used in national and international policy arenas. The KiM is also active in the ERA-NET TRANSPORT platform (European Research Area Networks). An annual analysis is performed to gain an understanding of national and international policy and research priorities, as well as current knowledge compiled on future explorations in the field of traffic and transport.

# 3. Projects and activities

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This chapter presents an overview of the projects and activities of each KiM programme in 2008. A brief description of the contents of each project is included. This concerns all the projects that result in a product developed by the KiM. A distinction is made between research projects for acquiring knowledge and research projects for policy processes (see Section 2.3). The presentation of each programme is preceded by an overview of the new projects, followed by the projects continued from 2007. The projects are classified by theme.

## 3.1    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. Regular collaboration will be sought with the Social and Cultural Planning Office (SCP) as part of this programme.

The following themes are addressed as part of the 'Behaviour' programme:
- environmental developments;
- behavioural developments;
- influencing behaviour.
- perceptual aspects.

*The programme manager is Nelly Kalfs.*

### 3.1.1.    New projects for 2008

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| *Environmental developments* | | | | |
| G801 | Seven trends: A decade later | Knowledge development | KiM | Medium |
| G802 | Explanatory model for transport developments | Knowledge development | KiM | Large |
| *Behavioural developments* | | | | |
| G803 | Mobility growth and satisfaction | Knowledge development | KiM | Medium |
| G804 | Characterisation of transport users | Knowledge development | DGP | Medium |
| *Influencing behaviour* | | | | |
| G805 | Public transport and bottlenecks on the road | Policy processes | DGP | Medium |

| | | | | |
|---|---|---|---|---|
| G806 | Incentives to promote behavioural change | Policy processes | DGP | Medium |
| G807 | Reserved for Alternative Ways of Paying for Transport | Policy processes | DGP | Medium |
| G808 | Application of human factors in monitoring by IVW | Policy processes | IVW | Medium |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE*

*G808 - Application of human factors in monitoring by IVW*
The problem is defined as: how can knowledge about human factors be applied in Transport and Water Management Inspectorate inspections? Human factors concerns the effects of alcohol, medicine use, drugs and fatigue on the functioning of people. Eventually, the 'factors' impact safety. What are the most important theoretical insights concerning human factors? How is this understanding applied in inspections conducted by other inspectorates and organisations abroad? What makes certain applications suitable in a particular situation (application criteria)? What are the 'right buttons' for the IVW? This concerns a literature study. DVS will be involved in the study.

### 3.1.2. Projects continued from 2007

| Projects | | Type of research | Requesting organisation | Scale |
|---|---|---|---|---|
| *Environmental developments* | | | | |
| G702 | ERA-NET 14 'Keep moving' | Knowledge development | DGP | Small |
| G704 | Family mobility and increasing job participation by women | Knowledge development | DGP | Large |
| *Behavioural developments* | | | | |
| G708 | The Netherlands on Tuesday, the Netherlands on Sunday | Knowledge development | DGP | Medium |
| G709 | Improvement of road safety with involvement of goods transport | Policy processes | DGTL | Medium |
| *Perceptual aspects* | | | | |
| G711 | Public transport image | Knowledge development | DGP | Large |
| G712 | Changes in risk perception | Knowledge development | IVW | Medium |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE, small less than 0.1 FTE*

### Environmental developments
*G702 - ERA-NET 14 'Keep moving'*
The KiM participates in an international ERA-NET TRANSPORT working group to prepare a multinational work programme with regard to

demographic trends and transport. The aim of ERA-NET 14 is to develop a transnational research programme in the field of demographic trends and transport. The programme will run from 2007 to 2011.

## 3.2    Accessibility and Mobility

'Accessibility and Mobility' research is being conducted into transport developments, both in terms of passenger and goods transport, and their impact on the quality and performance of the transport system. 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 'Accessibility and Mobility' programme distinguishes between the following themes:
1. Indicators and indices to anticipate changes to the problem definition provided by policymakers.
2. Scenarios to understand transport system performance using various basic assumptions.
3. Maintenance of an up-to-date set of analysis instruments, the traffic and transport models in particular.
4. Analysis of the capacity and accessibility in specific sectors and specific policy measures to understand the way in which the transport system functions and to verify the impact of possible policy alternatives.

*The programme manager is Nelly Kalfs.*

### 3.2.1.    New projects for 2008

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| *Indicators* | | | | |
| B801 | Compilation of extensive data series | Knowledge development | KiM | Large |
| Scenarios | | | | |
| B802 | Updating long-term scenarios | Policy processes | DGP | Large |
| B803 | JTRC 'Globalisation and trade' | Knowledge development | DGTL | Medium |
| Traffic and transport models | | | | |
| B804 | Strategic traffic models | Knowledge development | DGP/DGTL | Medium |
| B805 | Evaluation of goods transport models | Knowledge development | DGP/DGTL | Medium |
| B806 | Alternative approach to air and noise effects of new infrastructure | Policy processes | DGP | Medium |
| Analysis of accessibility, transport capacity | | | | |
| B807 | Transport Balance 2008 | Knowledge development | DGP/DGTL | Large |
| B808 | Continuation of railway national market and capacity analysis (LMCA) | Policy processes | DGP | Large |

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| B809 | Ability to outsource air freight (selectivity policy) | Policy processes | DGTL | Medium |
| B810 | Support for the road network development outlook 2030-2040 | Policy processes | DGP | Medium |
| B811 | Support for Transport Outlook | Policy processes | DGP | Medium |
| B812 | Recalibration/evaluation of the Mobility Policy Document | Policy processes | DGP | Large |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE, small less than 0.1 FTE*

### B803 - JTRC 'Globalisation and trade'

People speak of globalisation when businesses and institutions collaborate all over the world and when they also have offices all over the world. The DGTL is interested in participating in the JTRC working group[2] on 'Globalisation and Trade'. The KiM has been asked to support this participation. Knowledge questions focus on such issues as trends and scenarios for globalisation, and their impact on global trade and transport flows.

### B807 – Transport Balance 2008

The Transport Balance 2008 offers information about and an explanation of the most striking transport developments of the past two years. In addition, it focuses on the theme congestion. In an international comparative study, the Randstad conurbation and other comparable metropolitan areas undergo detailed analysis. The significance of congestion is examined from various perspectives, including traffic engineering, economy, administration and behaviour. In addition, solutions are provided from other social and market sectors that are also dealing with congestion.

### 3.2.2.    Projects continued from 2007

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| *Indicators* | | | | |
| B710 | Accessibility indicator | Knowledge development | DGP/DGTL | Medium |
| B711 | Mobility indicator | Knowledge development | DGP/DGTL | Medium |
| *Analysis* | | | | |
| B723 | Explanation for motorway congestion | Policy processes | DGP | Medium |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE, small less than 0.1 FTE*

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[2] Joint Transport Research Centre OECD-ITF.

## 3.3   Environment and Spatial Planning

Transport impacts the environment and spatial planning in a number of ways. Current traffic and transport policy focuses primarily on reducing the negative impact of traffic, including air pollution, noise pollution and lack of safety/traffic safety. As part of the 'Environment and Spatial Planning' programme, studies are being conducted into the relationship between transport and aspects relating to the living environment, and the interaction of transport and spatial development. Regular collaboration will be sought with the Netherlands Environmental Assessment Agency (MNP) and the Netherlands Institute for Spatial Research (RPB) as part of this programme.

*The programme manager is Arjen 't Hoen.*

### 3.3.1.   New projects for 2008

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| *Emissions* | | | | |
| L801 | Inclusion of freight transport by road in a European $CO_2$-emissions trading system | Policy processes | DGTL/RWS | Large |
| L802 | International post-Kyoto transport emissions | Policy processes | DGTL | Medium |
| *Spatial planning* | | | | |
| L803 | Exploration of spatial planning aimed at clean and accessible living areas | Policy processes | DGP | Medium |
| *Safety* | | | | |
| L804 | Different safety objectives for modes of transport | Knowledge development | DGTL | Medium |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE, small less than 0.1 FTE*

*L801 - Inclusion of freight transport by road in a European*
*$CO_2$-emissions trading system*
This exploratory project addresses the following key questions:
   a) Could goods road transport be included in a system for European $CO_2$-emissions trading?
   b) How could this be achieved?
   c) What are the advantages and disadvantages of the various methods?
   d) Are there more effective and more efficient instruments for achieving reduced emissions in freight transport by road?
The advantages and disadvantages are analysed on the basis of such criteria as: cost-benefit ratio, impact on the Dutch economy, $CO_2$-reduction potential (efficiency), administrative and social support. The main focus lies on freight transport by road. Indirectly, attention will be paid to possible inclusion of goods transport by inland shipping and by rail within a system of European emissions trading.

*L802 – International post-Kyoto transport emissions* Research into various models (including their impact) to include international aviation and shipping in a new 'Kyoto Protocol'. What is the significance of the various allocation models for these international modes of transport for the Netherlands?

### 3.3.2. Projects continued from 2007

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| *Costs* | | | | |
| L703 | Social costs of traffic and transport | Knowledge development | KiM | Large |

*Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours)*

## 3.4 Economy and Prosperity

The 'Economy and Prosperity' programme includes KiM projects and activities that address the relationship between infrastructure, accessibility and mobility, on the one hand, and 'Economy and Prosperity', on the other. 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 congestion, safety, environmental quality and the presence of nature.
The programme's central question is how to maximise the contribution of infrastructure, accessibility and mobility to increased prosperity. Social cost-benefit analyses (SCBAs) are a key tool in this regard. Regular collaboration will take place with the Netherlands Bureau for Economic Policy Analysis (CPB) as part of this programme.

In line with the distinction described above, this programme distinguishes the following themes:
- Relationship between transport, infrastructure and economy;
- Impact on prosperity.

*The programme manager is Arjen 't Hoen.*

### 3.4.1. New projects for 2008

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| *Economic development* | | | | |
| E801 | The significance of the government for the mainports | Knowledge development | DGTL | Large |
| E802 | Potential for collaboration between seaports | Knowledge development | DGTL | Medium |
| E803 | Hinterland congestion and the role of deep-sea and short-sea shipping | Policy processes | DGTL | Medium |
| E804 | The share of inland shipping in container logistics | Policy processes | DGTL | Medium |
| E805 | International benchmark for airport capacity policy | Policy processes | DGTL | Small |
| E806 | Amsterdam Airport Schiphol long-term exploration | Policy processes | DGTL | Medium |
| *Impact on prosperity* | | | | |
| E807 | Flexible investments | Knowledge development | FMC | Large |
| E808 | Perspective on socially cost-effective projects | Knowledge development | DGP | Medium |
| E809 | Ex-ante evaluations in the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT) domains | Policy processes | DGP | Medium |
| E810 | Guideline for the implementation of business cases | Policy processes | FMC | Medium |
| E811 | Viable public transport from a CBA perspective | Knowledge development | DGP | Medium |
| E812 | Business analyses and evaluations | Policy processes | FMC | Large |
| E813 | Added value of land income as a result of infrastructural projects | Knowledge development | DGP | Medium |
| E814 | Significance of SCBA in decision-making | Policy processes | FMC | Small |
| E815 | Second opinion regarding the infrastructure of Zuidas Amsterdam | Policy processes | DGP | Small |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE, small less than 0.1 FTE*

*E802 – Potential for collaboration between seaports*

The Seaports Policy Document stipulates a selective approach to investments in the accessibility of seaports. This project investigates whether and, if so, which possibilities there are for a policy aimed at specialisation and collaboration of seaports. In this context, collaboration means the options for specialising in certain types of port activities either related to the transport function and the business establishment function (of industry, for example) or related to social prosperity. First of all, it must be clear what the potential is of a further specialisation of ports and what the options are for achieving partnerships, based on the strengths and weaknesses of individual ports. This may also involve international partnerships. The results of this project will be used as input for a policy letter on this subject.

*E805 - International benchmark for airport capacity policy*
Aircrafts generate noise pollution around airports. This is partly why limiting measures are in force at around 450 airports worldwide. As part of the Amsterdam Airport Schiphol long-term exploration project, the DGTL wishes to gain a better understanding of how governments can limit the capacity of airports for environmental reasons. A lot is already known about the measures that are being taken within Europe. Most of the study should therefore be aimed at measures taken outside Europe (in the US in any case). This concerns a small-scale study.

### 3.4.2.      Projects continued from 2007

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| *Economic development* | | | | |
| E701 | Indirect impact of freight transport | Knowledge development | DGTL | Medium |
| E703 | Recreational traffic from an economic perspective | Knowledge development | DGP | Small |
| E706 | Economic and social significance of road transport | Policy processes | DGTL | Small |
| *Impact on prosperity* | | | | |
| E707 | Economic valuation of reliability of travelling times for various modes of transport | Knowledge development | DGP/DGTL | Small |
| E708 | Impact of investments in public transport | Knowledge development | DGP | Medium |
| E710 | Overview Effects Infrastructure (OEI) for integrated area development projects | Knowledge development | FMC | Small |
| E711 | Overview Effects Infrastructure (OEI) for management and maintenance | Policy processes | FMC | Medium |
| E712 | Overview Effects Infrastructure (OEI) communication | Knowledge development | FMC | Medium |
| E715 | Methodology of ex-post evaluations | Knowledge development | FMC | Large |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE, small less than 0.1 FTE*

## 3.5    Market Organisation

The market organisation in various sectors is undergoing change and internationalisation. This also applies to the traffic and transport market. Private parties play an increasingly important role in the various submarkets of the transport market, for example, with regard to the design, construction, maintenance and financing of infrastructure. A key question here is how government will be able to meet its responsibility to guard public interests in an effective and targeted manner. Related questions include: Which public interests are involved in the various submarkets? How can roles and the division of duties be defined? What impact do these have on the transport system? How should supervision be structured within a certain market organisation? How should the ownership of businesses controlled by the government be handled?
Regular collaboration will take place with the CPB as part of this programme as well.

*The programme manager is Arjen 't Hoen.*

### 3.5.1.    New projects for 2008

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| M801 | Role of government in public transport information provision | Policy processes | DGP | Medium |
| M802 | Price-setting in the taxi market | Policy processes | DGP | Large |
| M803 | European railway market in 2015 | Knowledge development | DGP | Large |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE*

*M802 - Price-setting in the taxi market*
The Dutch public has been giving the price of street taxi transport an increasingly lower score compared to the scores of other taxi usage characteristics (see Taxi Monitor 1999-2006). The deregulation of the taxi market in 2000 has not changed this. The public and the government have the feeling that taxis are more expensive in the Netherlands than in other countries. This project wishes to use international comparative research to gain an idea of how Dutch taxi rates compare to those elsewhere and which element is a key factor leading to relatively high price (market structure, spatial/traffic characteristics, wage costs, market organisation). What tools does the government have to influence rates within the current market organisation or to adjust the market organisation? What impact do these measures have on, for example, public transport use? To answer this question, the current role of taxis in the public transport system will have to be analysed.

M803 - The European railway market in 2015
Until 2015, the current market organisation of the Dutch railways is basically fixed. The Netherlands is greatly affected by developments in Europe, and the handling times of change processes are significant. For this reason, it is relevant to explore what the European market for passenger transport (on the railways and their surroundings) will look like in 2015. How resistant is the current Dutch market organisation to the developments expected in Europe? What adjustments do these developments dictate to maximise the social efficiency of the railways?

### 3.5.2. Projects continued from 2007

| Projects | | Type of research | Requesting organisation | Scale[1] in 2008 |
| --- | --- | --- | --- | --- |
| M703 | Railway market organisation | Knowledge development | DGP | Medium |

[1] *Scale: Medium means 0.1-0.3 FTE.*

## 3.6 Government Organisation

In the Netherlands, tasks and authorities are divided among various tiers of government. This applies to aspects such 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 key policy dossiers of V&W. The 'Government Organisation' programme focuses on the question of what division of responsibilities exists within and between the various tiers of government, as well as their respective advantages and disadvantages. One key aspect is also the organisation of collaboration between the various tiers of government.

*The programme manager is Nelly Kalfs.*

### 3.6.1. New projects for 2008

| Projects | | Type of research | Requesting organisation | Scale[1] |
| --- | --- | --- | --- | --- |
| O801 | Choice of instruments for traffic and transport policy | Knowledge development | KiM | Large |
| O802 | Contribution of inspections to achieving the Mobility Policy Document objectives | Policy processes | FMC | Medium |
| O803 | Supporting of Elverding Committee | Policy processes | DGP | Medium |
| O804 | European monitoring versus Dutch monitoring | Policy processes | IVW | Medium |
| O805 | Research infrastructure for civil aviation and airports | Policy processes | DGTL | Small |
| O806 | Impact of economy on compliance behaviour | Knowledge development | IVW | Small |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE*

*O804 - European monitoring versus Dutch monitoring*
The EU is gradually moving towards more repression, more means-related regulations and more object-oriented inspections. The IVW is more oriented towards compliance assistance, objective-related regulations and system monitoring. To what extent is there an area of tension between these two developments? This study primarily focuses on the question of whether this area of tension actually exists. If so, the next question is how the IVW responds to this and whether this can be improved. The results may lead to a smarter, more proactive influencing of the EU by inspectorates.

### 3.6.2. Projects continued from 2007

| Projects | | Type of research | Requesting organisation | Scale[1] |
|---|---|---|---|---|
| O702 | ERA-NET 2 | Knowledge development | DIZ | Large |
| O705 | Efficiency of monitoring (methodology development) | Policy processes | IVW | Medium |

[1] *Scale: Large means at least 0.3 FTE (1 FTE = 1,200 hours), medium 0.1-0.3 FTE*

*O702 - ERA-NET Transport*
Representing the V&W, the KiM is taking part in this project, which is funded at an EU level, by conducting relevant analyses into the research themes and subjects – strategic and otherwise – in countries within Europe, within the European Commission and among influential stakeholders within international organisations for research programming. Based on these analyses, information relevant to V&W is compiled on research priorities in other countries and, partly in connection with the priorities of the Mobility Policy Document, proposals are submitted for subjects to be placed on a transnational strategic research agenda.

## 3.7 Supported projects

This section presents an overview of the projects performed by other agencies/organisations, such as the DVS, in which the KiM plays a supporting and/or guiding role.

| Supported projects | | Requesting organisation |
|---|---|---|
| **Behaviour** | | |
| G809 | Transport management, behaviour and marketing | DGP |
| **Accessibility and Mobility** | | |
| B722 | ACCM model | DGTL |
| B729 | Recommendations for a long-term SCBA for Amsterdam Airport Schiphol | DGTL |
| B813 | Determination of the impact of dynamic traffic management (DVM) | DGP |
| B814 | Guidance for freight transport monitor | DGTL |
| B815 | Guidance for the Mobility Policy Document Monitor | DGP |

| | | |
|---|---|---|
| B816 | Support for 'utilisation' policy process | DGP |
| B817 | JTRC reliability | RWS |
| B818 | Comparison of models for indirect effects | RWS |
| B819 | Support for Strategic Road Safety Programme | DGP |
| **Environment and Spatial Planning** | | |
| L805 | International scan of seaports, air quality and 'climate proofness' | DGTL |
| L806 | Environmental standards in an international context | DGP |
| L807 | Public transport and spatial planning in 2040 | DGP |
| L808 | Guidance for the development of the Safety Balance | IVW |
| L809 | Guidance for National Spatial Strategy Monitor | DGP |
| L810 | Support for new SCBA maximum national emission ceilings (European emission ceilings) | DAB |
| **Economy and Prosperity** | | |
| E706 | Economic and social significance of road transport | DGTL |
| E710 | Overview Effects Infrastructure (OEI) for integrated area development projects | FMC |
| E716 | SCBA for the hazardous substances basic network | DGTL |
| E719 | Project-specific risk assessment | FMC |
| E720 | Aviation policy assessment framework | DGTL |
| E722 | IJmuiden sea access CBA | DGTL |
| E815 | Second opinion for road transport infrastructural costs | DGTL |
| E816 | Utrecht package study guidance group | FMC |
| **Government Organisation** | | |
| O807 | Support for IVW research programming | IVW |
| O808 | Support for analysis of DGTL sectors | DGTL |

## 3.8    Long-term knowledge development

In collaboration with the VU Amsterdam university, two PhD projects will be launched at the KiM in 2008.

| PhD projects | | Type of research | |
|---|---|---|---|
| P801 | Reliability of travel times | Knowledge development | KiM/VU |
| P802 | Infrastructure in the 19th and 20th century | Knowledge development | KiM/VU |
| P803 | Impact of the labour market on pricing policy | Knowledge development | KiM/VU |

*A choice still has to be made between P802 and P803*

## Bijlage A

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**Knowledge areas in which the KiM has a solid foundation of expertise or is working to develop this**

1.  Behaviour
    -   Social explorations (demographic, social, cultural) and the impact of these on traffic and transport
    -   Instruments for and the effects of influencing behaviour of both individuals and organisations
    -   The effects of pricing policy (in particular)
    -   Perceptual aspects of transport
2.  Accessibility and Mobility
    -   Explaining developments
    -   Calculating forecasts
    -   Estimating policy impact
    -   Performing specific studies
    -   Traffic and transport models (thinking along with regard to further development of models in the Netherlands, second opinions, recommendations, possible development of small-scale models)
3.  Environment and Spatial Planning
    -   Environment (climate change, air quality)
4.  Economy and Prosperity
    -   Relationship between transport, infrastructure and economy
    -   Impact on prosperity: methodological aspects of SCBAs, significance and role of SCBAs, assessment of SCBAs
5.  Market Organisation
6.  Government Organisation
    -   Division of responsibilities between the various tiers of government and the dynamics and influencing of decision-making processes
    -   Supervision

**Other knowledge areas**

1. Behaviour
    -   Support for policies
    -   Communication/marketing as a policy instrument and policy impact
2. Environment and Spatial Planning
    -   Road safety
    -   Spatial planning
3. Economy and Prosperity
    -   Impact on prosperity: performance of SCBAs
4. Government Organisation
    -   Administrative relationships
    -   International transport aspects

## Bijlage A