Ministry of Transport, Public Works
and Water Management

2010 Work Programme

KiM Netherlands Institute for Transport Policy Analysis

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Knowing more about transport

The KiM Netherlands Institute for Transport Policy Analysis is an independent institute within the Ministry of Transport, Public Works and Water Management (VenW). The Institute conducts strategic research and policy analyses to support transport policy design. KiM focuses on all forms of transport.
The content of KiM publications is independent and does not need to reflect the views held by the minister of VenW.

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1 Introduction

1.1 Overview of Work Programme

This is the 2010 Work Programme of the Netherlands Institute for Transport Policy Analysis (KiM). The Work Programme is intended for the employees of the Ministry of Transport, Public Works and Water Management (VenW) and for other individuals and organisations interested in KiM's activities.

A remarkable year

2010 has been a remarkable year for KiM. 2010 is the year in which preparations were made for the new term of the next Dutch government, the year in which the new ministerial Cabinet will reconsider budgetary expenditures (the worsening state of national finances is forcing the government to make difficult choices), and the year in which the European Commission will publish a new White Paper for traffic and transport policy. Under such circumstances, research studies and policy analyses are vital requirements for policy. For KiM, 2010 is also a special year in that this is the year after KiM's first-ever evaluation. When KiM was founded in 2006, the Dutch Parliament was informed that KiM would be evaluated three years after its foundation. This evaluation was therefore conducted in late 2009.

About KiM

The Netherlands Institute for Transport Policy Analysis (KiM) was founded by the Ministry of Transport, Public Works and Water Management (VenW) on 1 September 2006. KiM's stated objective is to strengthen and broaden the strategic knowledge base for mobility policy, thus making VenW a more knowledge-driven organisation. KiM therefore performs four knowledge functions:

- Strategic knowledge development: developing new knowledge for VenW policy (such as studies of future scenarios and policy analyses);
- Knowledge extrication: integrating existing knowledge and rendering it accessible for VenW;
- Knowledge input: introducing knowledge (collegial) into policy processes and providing a sounding board for VenW's policy directorates;
- Critical counterarguments: reflecting on current policy guidelines based on existing knowledge.

KiM's activities are organised in six programmes. All KiM activities are found within these programmes. As such, the programmes are in fact an interrelated group of research projects and other activities.

Comprehensive approach

In order to fulfil its knowledge functions, KiM takes a comprehensive approach toward mobility, which is expressed in multiple forms. First, through the broad composition of disciplines represented within KiM (which includes economics, social geography, planning, sociology, psychology, transport engineering and administration). Second, through a broad orientation toward the research field, in which the focus is not only on the interaction

between the supply and demand aspects of mobility, but also on the interrelations between mobility and external developments (including economic, demographic, political-administrative, social-cultural, and technological, as well as environmental developments).
One important difference between KiM and the planning agencies is that planning agencies study questions about various policy areas (including mobility) from a specific angle (economy, environment and behaviour). KiM however studies questions relating to mobility policy from various angles (economy, environment and behaviour).

KiM produces publications and 'knowledge at the table'

KiM's most conspicuous products are its publications (reports, background documents, second opinions and papers). KiM has issued a wealth of publications over recent years. A 'typical KiM product' is described as follows: a strategic, multidisciplinary and analytical report, study or policy analysis that includes 'policy levers' without giving policy recommendations, covering one or more important VenW mobility dossiers, drafted in close collaboration with policymakers (see also section 9.3). Of equal importance however are the 'knowledge at the table' KiM provides: the direct introduction of knowledge into policy processes through discussions, presentations, short reports, the infusion of knowledge into working groups, and assisting with external research. In addition, KiM also supports VenW departments in setting up research programmes and formulating strategic knowledge questions. KiM also contributes to the VenW Knowledge Chamber. Knowledge at the table also comprise ad hoc activities, which are minor questions and requests that arise during ongoing policy processes. Finally, KiM organizes an annual symposium. In 2010, this symposium centred around trends in society and their effects on mobility. The symposium was titled, 'More or less'.

Formulation of the Work Programme

KiM's Work Programme is largely demand-driven and created through engaging VenW in constructive dialogue. There are three important sources for strategic knowledge requests and questions:

- Knowledge requests from VenW departments: these include the Directorate-General for Transport (DGMo), the Directorate-General for Air Traffic and Maritime Affairs (DGLM), the management boards for Finances, Management and Control (FMC) and Strategy, Knowledge and Innovation (SKI), and the Inspectorate for Public Works, Transport and Water Management (IVW).
- Mobility and Water Strategic Knowledge and Innovation Agenda: knowledge questions and requests for the Work Programme are also inspired by VenW's long-term knowledge needs, as established in the Mobility and Water Strategic Knowledge and Innovation Agenda.
- Own ideas: some parts of the research programmes stem from KiM's own ideas, which are focused on challenging and provocative research and 'blind spots' in transport policy knowledge. These ideas are presented to management boards and, when contiguous with policy questions, are included in the Work Programme.

New project ideas are diligently prioritised based on a project's urgency for clients, the connection between research questions and KiM's knowledge and skill set, and the degree to which a typical KiM product can be delivered. This requires agreement to be reached with various VenW departments on various levels. Moreover, the Work Programme is thoroughly discussed with our knowledge partners: the Rijkswaterstaat Centre for Transport and Navigation (DVS), the joint Councils for Environment and Infrastructure, the Netherlands Environmental Assessment Agency (PBL), the Netherlands Bureau for Economic Policy Analysis (CPB), the Netherlands Institute for Social Research (SCP) and the Foundation for Scientific Traffic Safety Research (SWOV). The Work Programme is presented for recommendations to KiM's Programme Council and assessed by the Secretary General of VenW.

Changes in focus

Compared to previous years, this Work Programme has undergone numerous changes in focus:

- More 'knowledge at the table': increasingly, KiM focuses on knowledge at the table. This corresponds to the evaluation committee's recommendation to support policymakers more than ever before by informally providing relevant knowledge. To this end, 20% of the Work Programme's capacity is reserved for this purpose.
- Bundling together research questions: KiM's research is demand-driven, which can lead to long lists of questions and requests. To prevent fragmentation, when compiling the Work Programme we have tried as much as possible to bundle together questions as they relate to policy.
- Specific attention for policy priorities: in devising the 2010 Work Programme, the sharpest focus has been reserved for subjects that are central to policy formation. The relation to policy priorities is explicitly stated in the project descriptions.
- Close correlation to other actors and initiatives: when formulating the Work Programme we actively sought close collaboration with our knowledge partners (see formulation of Work Programme). Moreover, when executing projects we collaborate with universities and establish links to the Sustainable Accessibility of the Randstad (DBR) research programme and the concepts put forward by Transumo (TRansition SUstainable MObility).

High-profile projects

Just as we had done last year, this year we have also labelled a number of projects as high-profile (these projects have been marked with an * in Chapters 2 to 7 and in Appendix A). These are projects that we expect to play an important role in policy discussions. These projects are:

- Mobility Report 2010 - B25
- OEI for an integrated and regional-oriented approach - B26
- Study of a sustainable transportation system 2030-2050 - B58
- Choice behaviour following the abolishment of the flight tax - B4
- Accessibility in urban areas - L901

1.2 Explanation of Chapters 2 to 7

Chapters 2 to 7 of this Work Programme contain descriptions of the project contents per programme. KiM moreover distinguishes between research projects and knowledge at the table:

- Research projects: KiM's research projects are usually directly related to ongoing policy trajectories or processes; however, this may also concern knowledge acquisition.
- Knowledge at the table: for various policy trajectories, KiM also contributes independent knowledge to research projects. Examples of this include providing oral reports, written second opinions, and help with external research, as well as organising workshops.

All the projects in the Work Programme cannot be executed simultaneously. Consequently, the projects are divided into four categories:

- Category A: new projects that, owing to their high priority, will be started in the first half of 2010.
- Category B: new projects that will be started in the second half of 2010, unless new, higher priority projects emerge. If the latter occurs, discussions with the relevant parties will determine which projects will be replaced. If they are questions or requests that come with specific deadlines, they fall into a category reserved for 'ad hoc' requests and no

reprioritisation is required.
- Category C: recently started projects (late 2009) that were not included in the 2009 Work Programme.
- Category D: continuations from 2009 or previous years (for example, multi-year projects)[1].

Project overview
Appendix A offers a useful overview of projects, organised according to service, management board, project type and category. This overview also states the page number on which the project description can be found.

[1] Where needed, the descriptions of 'continiung projects' have been updated and can therefore deviate from the descriptions in the 2009 Work Programme.

2 Project descriptions: Accessibility and Mobility programme

The research conducted within the Accessibility and Mobility programme focuses on developments in passenger and freight transportation. This field of knowledge also includes studies aimed at generating a better understanding of accessibility. KiM focuses on all modalities (air, water, roads, railways).

The Accessibility and Mobility programme has three themes:

- **Studies of accessibility and mobility:** analysis and explanation of developments in the area of accessibility and mobility of passengers and freight in the past, present and future.
- **Effects of policy measures on mobility and accessibility:** analyses of the effects of various forms of policy in the area of mobility and accessibility. Insight into the effectiveness of policy is important input for policy considerations.
- **Analysis instruments, methods and basic knowledge:** improving the quality of analytical methods and visions of the future. This quality - for example of future scenarios and model instruments - determines the quality of policy analysis, and, consequently, partly the quality of the policy.

2.1 Research projects

Mobility Report 2010 - B1001

VenW-wide
Starts first half of 2010 (category A)*

The annual Mobility Report is one of KiM's core products, presenting an overview of the state of mobility in the Netherlands. In addition to describing developments in mobility, the Mobility Report explains the growth in passenger and freight transportation. In addition, one or more selected subjects are explored in greater depth; these can be knowledge 'blind spots', reflections on topical issues or supplemental analyses of issues addressed in the Mobility Report. The Mobility Report aims to provide policymakers, researchers, politicians and organisations active in the field of traffic and transport with objective (background) information, which subsequently can be used to create policy or for scientific papers, while also providing input for public debate about mobility in general. As a direct result of a study conducted in 2009, this year we will issue a useful publication, entitled 'Mobility core data', which will be consistent with the Mobility Report's content and will present core data relating to the mobility system. In collaboration with DGMo, possibilities for better aligning the Mobility Report and the National Mobility Monitor (NaMoMo) are being explored. This annual monitor illustrates the extent to which the collective governmental authorities have achieved the Mobility Report's stated objectives, and in so doing provides insights into (the effectiveness of) the measures undertaken. The monitor thus provides the information required for adjusting policy and updating the Mobility Report's dynamic Implementation Plan.

Studies accessibility and mobility

Medium-to-long term study of mobility and accessibility - B1002

VenW-wide
Starts first half of 2010 (category A)

Formulating a medium-to-long term study (MLT) of mobility and accessibility for the upcoming Dutch ministerial Cabinet term (2012-2015). This medium-to-long term (MLT) study offers insights into the expected developments of the integrated mobility domain, including its effects on the surrounding environment. In order to satisfactorily map the baseline situation at the start of new ministerial cabinet term, estimates are also made of developments in the period leading up to 2012. The MLT can also serve as a foundation for the ministry's policy strategy, as well as for election programmes (for the general election to be held in May 2011) and Cabinet formation. For this it is important to outline the relationships to available long-term scenarios, which form the basis of VenW's long-term estimations (vision 2028, extended MIRT, etc). If possible, links are made to the Central Planning Agency's medium-to-long term macro-economic studies.

Studies accessibility and mobility

Travel delays on secondary road networks and on weekends - B903

DGMo – Roads and Traffic Safety
Policy priority: National Market and Capacity Analysis (NMCA)
Recently started (category C)

Policy discussions about congestion and accessibility primarily focus on the main road network and the situation on working days. But what about travel delays on the secondary road networks? After all, without secondary road networks, the main network could not function. And as long as there are problems on secondary road network, problems on the main network will persist. In order to enable policy management boards to propose plans for ensuring a robust and cohesive mobility system, insights into the delays on secondary road networks are required. The entire national road network can thus be observed. Additionally, there is need for greater insights into problems related to weekend traffic jams and congestion. This project is an exploratory study of travel delays on the secondary road networks (for all days of the week) and on the main road network during weekends. How big are the problems (expressed in societal costs and time delays), which developments can we expect in the coming years, and what implications does this have for policy?

Studies accessibility and mobility

Monitoring long-term scenarios - B901

VenW-wide
Continuing (category D)

This project puts a finger on the pulse of four WLO-scenarios published in 2006, providing inventories of actual developments in terms of demographics, economics and transport in relation to the four scenarios. In conjunction with CPB and PBL, the project investigates whether there are sufficient grounds for starting a new long-term exercise. In consultation with DVS and various planning agencies, the project examines the most appropriate traffic and transportation prognoses and determines if adjustments are needed.

Studies accessibility and mobility

Short-term effects of fuel prices - B905

DGMo – Roads and Traffic Safety
Continuing (category D)

In 2008, oil prices peaked enormously, reaching nearly 150 USD a barrel. The accompanying effects this had on fuel prices provide an excellent source of information for analysing the short-term effects this had on travel behaviour. Short-term fuel price elasticities will be estimated based on this analysis. This information will not only help explain developments in mobility, but also offer policy vantage points, such as, for example, those aimed at preventing sharp price changes.

Studies accessibility and mobility

Description and explanation of reliability and robustness of main road network - B924

DGMo – Roads and Traffic Safety
Policy Priority: NMCA
Continuing (category D)

VenW conducts studies of policy measures aimed at increasing the reliability and robustness of the main road network. This project aims to map and explain the historical development of the distribution of passenger journey times on the main road network between 2000 and 2009. In addition, specific attention is given to how the development of relatively long, incidental journey delays translates to the traveller's concept of robustness. The study describes and explains reliability and robustness to the present day, while providing substance to the cabinet's response to the VenW Council's recommendations to report on reliability and robustness and provide initial indicators for describing the quality of a network. The project results are also intended to increase insights into the effects of policy measures pertaining to reliability and robustness and allow such insights to be used for ex ante analyses.

Effects of policy measures on mobility and accessibility

Location of multi-modal hinterland nodes - B1003

DGLM – International and Strategy
Policy Priority: Long-term Vision Mainports
Starts first half of 2010 (category A)

Multi-modal hinterland nodes are part of what is known as the mainport network. The availability of intermodal provisions in the hinterland stimulates transportation by inland waterways and railways. Increasingly, these nodes serve as outports or extensions of the mainport. The hinterland node network serving mainport Rotterdam is growing. In light of various spatial developments and changes in increasing freight flows, it is important to consider the locations of multi-modal hinterland nodes. If the correct locations are chosen, inland waterway and railway transportation can be stimulated. However, too many nodes lead to secondary competition and negatively affect the profitability of terminals and transport services. As commissioned by DGLM, various sector node studies are being studied as a prelude to eventually devising a future roadmap for multi-modal node policy. This will certainly lead to follow-up questions, which in 2010 KiM can play a role in answering. It is also possible that this will lead to a supplement in the form of a support project.

Effects of policy measures on mobility and accessibility

Robustness West-Netherlands road network - B1004

DGMo – Strategy, Investment Policy
Policy Priority: NMCA
Starts second half of 2010 (category B)

Is the West-Netherlands' road network still future-proof in terms of congestion. In other words: how robust is the Randstad's road network? In the NMCA, started in autumn 2009, the bottlenecks in the Netherlands are analysed. Without question, some of these bottlenecks, which score low in terms of robustness, are in the Randstad. After completion of the NMCA (mid-2010), the current study will start to investigate possible solutions for these bottlenecks. The results could serve as preparations for the new Cabinet term and provide further substance to the strategic policies set for the period after 2020.

Analysis instruments, methods and fundamental knowledge

(Im)possibilities for new data-collecting technologies? - B1005

DGMo – Regional Accessibility and Safe Transport
Starts second half of 2010 (category B)

New technologies and systems offer new possibilities for automatically collecting substantial amounts of information about passenger and freight mobility: mobile telephony,

Galileo, route planners, chip cards and road pricing. The question is, however, which possibilities this data offers in terms of usefulness for policy analysis and/or policy monitoring: is the data representative of the situation in the Netherlands? Which type of data is observed and which not? Is all the data available or only certain aggregations? Do privacy laws limit the availability of data? Which new and conventional instruments are capable of satisfying the need for policy information? Desk research, interviews and (possibly) a workshop attempt to answer these questions

Analysis instruments, methods and fundamental knowledge

Update KiM scenario-publication - B1006

VenW-wide
Starts second half of 2010 (category B)

In 2006, the Planning Agencies issued their new long-term scenarios (WLO). At present, various internal VenW initiatives are applying these scenarios in policy preparations, in the context of a broader analysis of policy robustness and of an approach to dealing with uncertainties in future developments. This situation triggered KiM to update its publication 'Thinking in scenarios: controlling uncertainty', which was issued in 2007. This publication presents various possibilities for applying scenarios in policy development, while also describing how policy can deal with the bandwidths resulting from ex ante analyses and how an adaptive policy can be developed if different scenarios reveal diverging effects. When updating this publication, both the policies and possibilities for implementation will be explored.

Analysis instruments, methods and fundamental knowledge

Development of long series data file - B801

Knowledge development
Continuing (category D)

Strategic analyses and studies require insight into trends and causal relationships, which are factors that, in order to be analysed, require time series showing the development of mobility and the factors affecting it, such as demographics, economic growth, travel costs, leisure time, etc. Attempting to continuously find figures for each project is inefficient. The start is an overview of KiM's structural data needs. In this multi-year project, a file is created that includes a time series dating from 1970 (or earlier) to the present. DVS and CBS will be asked collaborate in this project.

Analysis instruments, methods and fundamental knowledge

Explanatory mobility model - G802

Knowledge development
Continuing (category D)

It is important for the Ministry of VenW to know how mobility develops and how policy measures and external factors affect mobility. KiM is developing an explanatory model in order to better identify mobility developments and meet VenW's information needs. This model indicates which public developments (and, where possible, which policy measures) have contributed to changes in mobility. For the 2009 Mobility Report, a decomposition model was developed that breaks down mobility growth into various components: volume effect (more people) and behavioural effects (longer distances and more movements per person). Distinctions are also made between motives and transport modes. As a follow-up, models are estimated per component, in which the underlying explanations of the behavioural effects (for example, the increase in home-to-work travel distances) are specified and/or modelled.

Analysis instruments, methods and fundamental knowledge

Accessibility indicator - B710

VenW-wide
Continuing (category D)

The purpose of this multi-year project is to develop an indicator for new elements in discussion about accessibility, such as for example the relationship between travel costs and experience. The accessibility indicator is not an alternative for congestion-related indicators. A first version of the accessibility indicator is ready for use. In 2010, a study will be conducted to determine which policy context the first application of the indicator should be applied to.

2.2
Knowledge at the table

Quality research contractual transportation - B922

DGMo – Regional Accessibility and Safe Transport
As a direct result of repeated complaints about the low quality of contractual transportation (by taxi or taxi minivans) for particular target groups, the Dutch Parliament has stated that developments in the quality of this type of transportation must be monitored. DGMo has asked KiM to present a report to the sounding board group that details what type of quality research is desirable and feasible in the short term. This has led to a research study, commissioned by the ministries of VenW, OCW and VWS, in which KiM has been asked to contribute expertise in a supporting role.

Public innovation agenda mobility- B929

DGMo – Regional Accessibility and Safe Transport
DGMo has called for the creation of a Public Innovation Agenda (MIA) on Mobility, in which DGLM and RWS are also involved. KiM has been asked to critically assess this report.

Monitoring TaskForce Mobility Management (TFMM) - B933

DGMo – Regional Accessibility and Safe Transport
At the request of DGMo, KiM (in collaboration with DVS and the University of Groningen) will advise on the methods and techniques used for the monitoring and evaluating measures taken in the context of the TaskForce Mobility Management (TFMM).

Midterm review of Action Plan 5% growth on the railways - B1007

DGMo – Railways
Policy priority: 5% growth in the railways
In the context of the Midterm review of Action Plan 5% growth in the railways, KiM was asked to take a supporting role in providing knowledge about measures, effects of measures, and possible supplementary measures. In addition, KiM may also review the findings.

Second opinion policy vision of parking spaces - B1008

DGMo – Roads and Traffic Safety
Commissioned by DGMo, a policy vision for parking spaces was drafted. KiM has been asked to provide an informal second opinion.

KiM activities in the context of NMCA - B1009

DGMo – Roads and Traffic Safety + Strategy, Investment policy
Policy Priority: NMCA
In the autumn of 2009, a draft of the quadrennial National Capacity and Market Analysis (NMCA) was started. This document involves conducting an integrated capacity analysis

aimed at obtaining an impression of the interaction between all modalities. KiM has an evaluative role in this (evaluating the quality and plausibility of the results), provides knowledge about the various instruments and scenarios, answers frequently asked questions and functions as a sounding board for DGMo.

OESO research future needs transcontinental connections - G908

DGLM – International and Strategy

KiM participates in the sounding board group of an OESO research study of the future needs for transcontinental connections. This research falls under the auspices of the International Futures Project (IFP) and aims to launch policy proposals for long-term challenges to meeting the needs of all types of infrastructure.

National capacity analysis inland ports - B1010

DGLM – Maritime Affairs

Commissioned by DGLM, Ecorys is conducting a national analysis of inland port capacities. KiM is has been asked to provide a second opinion in spring 2010.

3 Project descriptions: Economy and Prosperity programme

The Economy and Prosperity programme includes all KiM projects and activities related to the interaction between infrastructure, accessibility and mobility on the one hand, and the economy and prosperity on the other. Herein, economy is defined as the economic development of regions, sectors and the Netherlands as a whole. The broader concept of prosperity also comprises, for example, congestion, safety, environmental quality and the presence of nature.

There are two main themes within this programme:

- **Prosperity analysis:** the development of methodologies for decision-making and their application, in order to determine the contribution investments in infrastructure, accessibility and mobility make to increasing prosperity. Social Cost-Benefit Analyses (SCBAs), for example, are key instruments in economic decision-making methodologies as a whole.
- **Mobility, infrastructure and economy:** an analysis of the relationships between various types of mobility and infrastructure policy and economic development.

3.1 Research projects

Prosperity analysis

OEI for an integrated and area-oriented approach - E1001

DGMo – Roads and Traffic Safety
Starts first half of 2010 (category A)*

The objective of MIRT (Multi-Year Programme Infrastructure Space and Transport) is to arrive at an integrated and area-oriented approach. This leads to integrated projects, which demand particular attention in terms of weighing the social costs and benefits of project alternatives. At issue here, for example, is determining the added value and synergy stemming from integrated projects within the area-oriented approach. To support the formation and preparation of policy, we will determine which guidelines are required for drafting such an area-oriented cost-benefit analysis and adjust the (OEI) working methods to this accordingly. In the first phase, we will study the applications of cost-benefit analyses to other area-oriented subjects besides transport infrastructure. In the second phase, we will study the degree to which what is strived for in an area-oriented approach – namely, synergy and added value - can also be expressed in terms of costs and benefits. The project will be undertaken in collaboration with the various planning agencies and DVS, as well as in consultation with other relevant departments.

Prosperity analysis

Second opinion SCBA ERTMS - E1002

DGMo – Railways
Policy priority: Railway safety
Starts first half of 2010 (category A)

Commissioned by DGMo, Decisio has performed a SCBA of the ERTMS (European Rail Traffic Management System). The stated technical objective of ERTMS is to promote interoperability, thus allowing train drivers to drive their trains safely and efficiently across national borders. The above policy goal involves promoting cross-border competition, facilitating market operations and creating more efficiency in railway system. DGMo has asked for an informed opinion about the plausibility of these assumptions and completed analyses.

Prosperity analysis

Foundation for new policy intentions from Brussels - E1003

DGLM – International and Strategy
Starts first half of 2010 (category A)

The current Transport White Paper contains the European Commission's policy intentions up to and including 2010. In 2009, future studies were conducted and a first statement appeared as a prelude to the European Commission's new White Paper Sustainable Future Transportation. Following the instalment of a new Commission, this process was accelerated, with a new White Paper expected to be published in autumn 2010. The Commission will convene meetings with mobility experts from the various Member States, in order to support and possibly already review new policy intentions. One key issue cited by the Commission is the development of a collective baseline for transportation, such as has occurred for energy. KiM is available to provide preparatory studies, and participate in and elaboration on expert meetings that the Commission must programme. In addition, if needed, in the second half of 2010 estimations of the costs and benefits of new policy intentions from Brussels will be made in the context of VenW's policy objectives and the wider public interests of the Netherlands.

Prosperity analysis

Alternatives for maritime fleet policy - E1004

DGLM – Maritime Affairs
Starts first half of 2010 (category A)

The maritime sector needs to receive an overview of the alternatives that exist for the current, especially fiscally-oriented, fleet policy. Questions raised in this global study include which alternative instruments exist and what levels of efficiency and effectiveness may be expected from these measures.

Prosperity analysis

Quality aspects in SCBAs - E905b

DGMo – Regional accessibility and Safe transportation
Starts first half of 2010 (category A)

The main focus of this project is on quality aspects – as distinguished from reliability and robustness, which are explored in another project. An inventory is made of the various aspects that play a role in the quality of traffic and transport. Special attention is given to the way in which mobility is experienced. Examples include: (transport) frequencies, congestion on the road, comfort, number of destinations reached, number of transfers, waiting times, and the probability of damages and theft occurring during the transport (for transport of goods). A global study determines the extent to which these aspects are already included in a SCBA. If this is not yet the case, a subsequent study will determine if these aspects, from an economic-prosperity perspective, are important and what is required to include these in the SCBA. It is then explained how, for example, key figures and rules of thumb can be developed. Initially, the project will be limited to a report in which an overview is presented of the results of various other initiatives in this area.

Prosperity analysis

Durability in SCBAs - E905c

DGMo – Regional accessibility and Safe transportation
Starts first half of 2010 (category A)

Durability is an important 'meta-objective' for policy, yet at the same time it has not been very clearly defined. This project compiles an inventory of the aspects included in this definition. An analysis is then made of the extent to which these aspects will or will not be incorporated in an SCBA and whether, from a prosperity perspective, they should be. Initially, the project will be limited to report in which an overview is presented of the results of various other initiatives in this area.

Prosperity analysis

RPE Policy Evaluation Seaports Report - E910

DGLM – Maritime Affairs, FMC
Policy priority: Decision-making seaport infrastructure
Recently started (category C)

In the 2004 Seaport Report, the Dutch Cabinet stated that it aimed to implement a policy covering the period 2005 to 2010 whose initial focus would be on supporting economic growth, but within the national and international preconditions established for the environment and safety. The Cabinet improve the competitive position of Dutch seaports by improving market conditions, by establishing and maintaining clear preconditions for the environment and safety, and finally by contributing to good accessibility and sufficient space for seaports. The Seaport Report contains a number of policy instruments needed for achieving the goals. This project aims to conduct ex post research to determine the efficiency and effectiveness of these policy instruments.

Prosperity analysis

Economic Structural Reinforcement and CBA - E929

FMC
Recently started (category C)

One of the of the Ministry of VenW's goals in making investments and implementing measures is to reinforce the economic structure. The effect on this goal is primarily tested using a cost-benefit analysis (CBA). This project studies whether the CBA findings provide enough policy information for this purpose. This leads to the research question: 'What must the socio-economic assessments of the Ministry of VenW's measures and projects adhere to, given the stated goal of reinforcing the economic structure?' This question is answered through desk research and interviews with experts.

Prosperity analysis

FES and other CBA assessments - E932

VenW-wide
Recently started (category C)

In the context of FES investment regulations or other policy considerations, KiM is fairly regularly asked to formally or informally assess the quality of cost-benefit analyses. This project reserves the capacity required to study new requests.

Prosperity analysis

Second Opinion SCBA Maasgeul - E936

DGLM – Maritime Affairs
Policy priority: Decision-making seaport infrastructure
Recently started (category C)

Commissioned by the North Sea Management Board of National Water Management Agency (Rijkswaterstaat), RIGO, a research bureau, is making a cost-benefit analysis of key figures, according to the OEI methodology in MIT planning studies, in order to expand the capacity of the Maasgeul. DGLM's Seaports department asked KiM to provide a second opinion for this SCBA, including the underlying prognoses for flows of goods.

Prosperity analysis

Robustness measures in SCBAs - E905a

DGMo – Regional accessibility and Safe transportation
Continuing (category D)

In the Mobility Approach, the main focus is achieving a robust and coherent mobility system in 2020: a system with robust modalities that gradually acquire enough capacity to withstand incidents and maintenance work. On the project level, giving more attention to robustness requires this concept to be well defined in the SCBA. This project studies the extent to which rules of thumb can be used to better define robustness in SCBAs.

Prosperity analysis

Improvement methodology SCBA railway projects - E906

DGMo – Railways
Policy priority: 5% growth on the railways
Continuing (category D)

The High Frequency Railway Programme (PHS) uses target investments at a number of busy railroad corridors as a means of possibly increasing train frequencies. The 2009 National Budget includes a €4.5 billion budget earmarked for the period leading up to 2020. In June 2010, decisions will be taken regarding actual projects. VenW has initially asked KiM to support the conducting of SCBAs, using the most up-to-date, methodological knowledge available in the field. At present, some relevant public transportation costs and benefits are not yet well incorporated SCBA methodology, such as greater comfort and higher probabilities of finding a seat. In addition, improvements can be made to information pertaining to the benefits of increased frequencies, improved reliability and a higher robustness of the grid. KiM will also assume an advisory role in the conducting of SCBAs for actual projects that will be further developed in the context of PHS.

Prosperity analysis

Case study ex post analysis - E923

FMC
Continuing (category D)

In the KiM publication, 'After cutting the ribbon', which is about the ex post evaluations of infrastructure projects, a recommendation was made to conduct case studies in order to acquire experience of ex post evaluations. This project stems from that recommendation. In collaboration with the Netherlands Environmental Assessment Agency (PBL), a specific infrastructure construction project is ex post analysed. This research aims to allow both policymakers and researchers to learn from ex post evaluations. For policymakers, the conclusions will focus on the advantages and disadvantages of ex post analysis. In addition, the research provides an impression of the plausibility of ex ante calculations and aims to determine what the required or possible degree of depth is for an ex post analysis.

Prosperity analysis

Taxes and fees in aviation - E927

DGLM – Aviation
Policy priority: Structural vision airport development
Continuing (category D)

The possible purposes of aviation taxes and fees are to treat all modes of transport equally, to promote economic efficiency or to protect the environment; however, such taxes are sometimes at odds with further economic development or international agreements. This project answers the question: What is the connection between taxes and fees on the one hand, and various aviation policy goals on the other? The effectiveness and efficiency of measures aimed at achieving a specific purpose are also examined; for example, in terms of protecting the environment, what is more effective: introducing a tax or fee or introducing an alternative, such as an emission trading system?

Prosperity analysis

Economic valuation reliability of journey times - E707

VenW-wide
Continuing (category D)

Two important benefits of congestion reduction for our society are gains in journey times and reliability. A wealth of knowledge is currently available in cost-benefit analyses regarding gains in journey times. However, this is not yet the case for gains in reliability. Such knowledge is crucial in order to determine the social benefits of infrastructure projects and for weighing investment decisions. This project aims to renew the currently available key figures regarding journey valuations and to establish key figures for the valuating journey time reliability.

Mobility, infrastructure and economy

Promoting Schiphol's hub function through location policy - E1005

DGLM – Airports
Policy priority: Long-term Vision Mainports
Starts first half of 2010 (category A)

One of the ROL (Spatial Development Airports) Commission's findings is that the mainport concept must be brought up-to-date: mainport 2.0. Central to this new concept is the connection between aviation and spatial economic development. One of the key questions is how regional economic development and Schiphol's aviation network can promote each other. Recent research (autumn 2009) reveals that targeted location policy for promising clusters of (international) companies offers opportunities. It remains unclear, however, what actual needs these clusters have with regard to destinations. Preliminary studies determine the degree to which this question can be researched. If this proves possible, more specific research will be conducted.

Mobility, infrastructure and economy

Second opinion aviation vision Nature and the Environment - E1006

DGLM – Airports
Policy priority: Structural vision airport development
Starts first half of 2010 (category A)

The Foundation for Nature and the Environment's (from August 2009) vision of aviation predicts growth for European aviation that is out of line with climate targets set for 2050. Even if all possible technological and policy measures are adopted, aviation will claim a large share of emission capacity, accounting for half this capacity reserve, even if CO2 emissions are reduced by 80% compared to 1990 levels. More air traffic than current levels seems impossibility, according to Nature and the Environment, and this is why the government should not invest in strong growth of Schiphol Airport, but rather in alternatives, such as high speed railway (HSL) transport for part of the European transport volumes. KiM will provide a second opinion that indicates what the strong and weaker points of this vision are from a content perspective.

Mobility, infrastructure and economy

Collaborative opportunities in transport and trade relations with France and the Eurodelta - E1007

DGLM – Aviation
Starts second half of 2010 (category B)

This research project on transport and trade relations with the Netherlands' neighbouring countries is divided in two parts. The first explores commonalities that exist with France. Collaboration with France already occurs in areas such as aviation and ports, following the merger of KLM and Air France and agreements between Schiphol and Aéroports de Paris. What did the creation of aviation alliances mean for the airports? Looking ahead, are there mutually beneficial opportunities to be found in other forms of (intensive) collaboration,

beyond the aviation sector? In what areas is it an issue of competition, and where complementariness?

The project's second part will be pursued later in 2010 and relates to the Eurodelta. The project will revisit the recommendations the Council for Transport and Water Management made in from 2005 (Collaboration in the Eurodelta). The council advocated broad, EU-regional collaboration between the Netherlands, Belgium and Germany, in order to strengthen the positions of all three countries. To what extent has this collective future vision of infrastructure, mobility, traffic and transportation and logistics actually materialised, and what are the results? The goal of both project parts is initially gain a global perspective in the form of an essay. Interesting findings could then be subsequently explored in more detail.

Mobility, infrastructure and economy

Quality indicator for accessibility land-based mainports - E901

DGLM – International and Strategy
Policy priority: Long-term Vision Mainports
Continuing (category D)

DGLM requested a quantifiable indicator to be developed for the land-based accessibility of mainports, as a measure of the quality of network connections. The indicator, then, aims to reveal which (changes in) qualities of hinterland connections are required to maintain or improve the accessibility of mainports, given the envisioned development perspective for these mainports. The project's objective is to develop this indicator.

Mobility, infrastructure and economy

Fact sheet aviation data - E928

DGLM – Aviation
Policy priority: Structural vision airport development
Continuing (category D)

The aviation data fact sheet provides an overview of the development of the traffic and transport figures at Schiphol Airport and other (competing) airports, which includes Dutch regional airports (Eindhoven, Rotterdam, Maastricht and Eelde), the major northwestern European hubs (London Heathrow, Frankfurt and Charles de Gaulle), and a various Belgian and German airports that also service part of the Dutch domestic market (Brussels, Charleroi, Düsseldorf, Hamburg, Cologne, Dortmund, Bremen, Münster and Weeze). As a reference, developments in worldwide aviation are also outlined. The fact sheet is purely informative.

3.2 Knowledge at the table

Railway line Breda – Utrecht - E1008

DGMo – Railways
The Ministry of VenW has requested research to be conducted on the transportational value and costs and benefits of the proposed Breda-Utrecht railways line. KiM will be involved in this study in a yet to be specified manner (for example, guidance or review).

Problems connecting with NRM and CBA - E1009

DGMo – Roads and Traffic Safety
A CBA can use transport model generated output in various ways. DVS, in consultation with CPB and KiM, has already established guidelines for this. The question is to what extent the new NRM has solved these problems, and what still remains to be improved. KiM was asked to provide guidance to DVS.

Mainport 2.0 - E1010

DGLM – Airports

Policy priority: Long-term Vision Mainports

As a consequence of recommendations made by the Commission for Spatial Development of Airports, VenW is working on a new mainport concept: Mainport 2.0. KiM will support this work, for example, by answering knowledge questions, providing guidance for external research and/or input in expert sessions.

Critical reflection Port Alliance research projects - E1011

DGLM – Maritime Affairs

The Port Alliance between Amsterdam and Rotterdam has commissioned research into the flows of goods to Dutch ports until 2040, and the consequent space capacity. The possibilities for Dutch port to specialise are also explored. KiM will provide a critical reflection on this research, focusing on prediction of future goods flows and additional studies of the possibilities for government to manage the ports' partnerships and specialisations.

SCBA IJmuiden lock and Terneuzen lock - E1012

DGLM – Maritime Affairs

Policy priority: Decision-making infrastructure sea ports

The planning study for the Ijmuiden lock, and possibly the Terneuzen lock, began in 2010. In both cases, KiM was asked to advise in setting up a SCBA and the goods flow projections.

SCBAs and Delta programme: partial programme Rijnmond and Drecht cities - E918

DGW

In 2010, the partial programme Rijnmond-Drecht cities (part of the Delta program) worked out and weighed promising solutions for water safety and fresh water supply. KiM has been asked by DGW to be a member of the guidance group for the development of the evaluation framework and the application of an MKBA. KiM's role will be to input MKBA knowledge and to read along critically with documents.

Communication OEI - E712

FMC

KiM is responsible for supplying information to the OEI guideline. This includes updating and adapting information about OEI on the VenW website, rendering this OEI information available for presentations and reports, and contributing to conferences and courses in this field. In 2010, the OEI Guideline marked its tenth year: an 'event' to celebrate this milestone is being considered.

SCBA 2028 Olympic Games - mobility effects - E930

SKI

VenW is conducting a study to estimate costs and benefits of hosting the 2028 Olympic Games in the Netherlands. KiM's involvement in this study involves applying the OEI methodology and calculating mobility effects.

OESO country exams 2010 - E933

VenW-wide

The country exams are an important source for comparing the international achievements of OESO countries and for offering recommendations for improving the Netherlands' performance. In February 2010, the OESO team will come to the Netherlands to once again discuss the draft report, also in consultation with VenW. KiM provides support in answering questions.

Weighing realistic options - E925

Knowledge development

CPB investigates whether what are called realistic options can be used to better account for risks and uncertainties when it comes to taking decisions about projects and measures. KiM contributes to the thought processes related to implementing road infrastructure projects.

NICIS-OBBRI (Design and Evaluation of Regional visions for Space and Infrastructure) - E926

Knowledge development

On behalf of VenW, KiM, together with DVS and VROM, supports this four-year research project by the University of Amsterdam, Delft University of Technology, and Utrecht University. The project's goal is to improve the substantive evaluation of spatial-infrastructural plans and to examine the future roles the SCBA can play in designing and evaluating (spatial-)infrastructural plans.

4 Project descriptions: Behaviour programme

We travel from place to place because we must or want to perform various activities in various locations. Gaining insights into travel choices reveals what possibilities exist for influencing travel behaviour. The Behaviour programme studies the travel choices made by people and organisations.

The programme has two research themes:

- **Influencing behaviour:** ex-ante and ex-post policy evaluations that provide insights into how policy affects travel behaviour.
- **Behavioural types:** analysing (differences in) travel choices, developments in this area, and underlying factors and motivations.

4.1 Research projects

Influencing behaviour

Choice behaviour following abolishment of the flight tax - G1001

DGLM – Airport
Policy priority: Structural vision of airport development
Starts first half of 2010 (category A)*

The Dutch government imposed new flight taxes on 1 July 2008. Airlines companies responded by shifting their flights abroad. Foreign airports responded to this: airports in Charleroi, Düsseldorf and Weeze saw sharp growth in passengers from the Netherlands. KLM lost 900,000 passengers. ANVR reported a major decline in the Dutch tourist sector. As of 1 July 2009, the flight tax was set at zero. The question is now whether abolishment of this tax leads to a return of passengers to Dutch airports, or that foreign airports continue to enjoy widespread use. This question also applies to people who reside in Belgium and Germany but live close to Dutch regional airports. The research consists of an ex-post analysis that examines data and behavioural aspects, such as, what is the psychology behind people's travel choices. The research will moreover reveal what possibilities exist for winning back those passengers lost to foreign (regional) airports. This project involves collaboration with Belgian and German research organizations.

Influencing behaviour

Evaluation influence on mobility behaviour - G1002

DGMo – Regional Accessibility and Safe Transportation
Policy priorities: Vision Public Transport, Clean & Efficient
Starts first half of 2010 (category A)

The great challenges facing our society are best solved by people change their behaviour in sustainable ways. But how can this be achieved? In past decades, great attention was given to influencing mobility behaviour. Many experiments in this area were also conducted. What have these experiences taught us? Where do the opportunities for influencing

behaviour lay and what can we gain from them? The goal is a comprehensive synthesis of existing knowledge about mobility behaviour and practical experiences relating to influencing behaviour and the effects this has on mobility. In addition, where possible, the research focuses on a specific area, while examining the various ways of influencing behaviour, by means of both financial (pricing and rewards) and non-financial (for example, making alternatives to car use more attractive) incentives. The research results are compiled in a publication that includes an extensive literature review.

Influencing behaviour

High-level of service public transport – high-level effects? - G1003

DGMo – Regional Accessibility and Safe transport + Railways
Policy priority: Vision Public Transport
Starts second half of 2010 (category B)

In the past few years, various HOV (High Level of Service Public Transportation) lines were started in the Netherlands. Examples include the South Tangent, Randstad Rail and Phileas Eindhoven. The lines often attract an impressive number of passengers, but the exact underlying effects and factors for this remain unclear: at what point to passengers regard public transport to be of a high level? Which high level service elements (such as frequency, comfort and bicycle facilities) does this involve and what are the effects of each individual element? Where are the tipping points for passengers (under what circumstances does a passenger choose a particular public transport mode or not)? What are the effects of high level service public transport and does this constitute an improvement for public transport as a whole (for example, in terms of passenger volumes, speed of door-to-door journeys, or reducing levels of car use)? What are the systems' tipping points (when do you offer a certain type of public transport)? How are these effects expressed in public transport valuation studies and social cost-benefit analyses? For the latter, possible reactionary effects will also be taken into account (a lack of seats in public transport can for example result in passengers ultimately deciding to use their cars again).

Influencing behaviour

Effects of more intensive bicycle policy - G1004

DGMo – Regional Accessibility and Safe Transport
Starts second half of 2010 (category B)

Promoting the use of bicycles is an important policy focal point within VenW. The fundamental effects of a more intensive bicycle policy have never been studied. This research, which aims to reveal these effects, will build on a previous study, conducted in 2009 by the Netherlands Environmental Assessment Agency in 2009, that examined the mobility effects of various policy strategies.

Behavioural types

Low trust society - G1005

VenW-wide
Policy priorities: ABvM, OV Chip Card
Starts second half of 2010 (category B)

Generally, the Dutch are happy with their lives, although there is growing distrust of the government. This is fuelled by, among other factors, information being shared on the internet, as exemplified recently with the turmoil surrounding the Electronic Patients File and new vaccinations. How does this growing distrust among citizens impact VenW policy? What does this mean for complex projects such as the OV (Public Transport) Chip Card and Alternative Payment Methods for Mobility? That is the subject of this study, in which collaboration with the Directorate of Communication and the Social and Cultural Planning Agency will be sought.

Behavioural types

Impact network society and ITS on mobility - G902

DGMo – Regional Accessibility and Safe Transport
Starts second half of 2010 (category B)

The network society is defined by the rise in applications of information and communications technology in all segments of society, ranging from how this influences social relations via internet to teleshopping and teleworking. This is expected to have major implications for mobility. For daily mobility, this is expressed in terms of how travel information is uses and applied, as well as in other new developments, such as voice interfaces that allow car drivers to read emails or digital newspapers. In addition, this concerns ICT applications in road transport: smart infrastructure, smart vehicles and smart journey planners that support or supplant driving behaviour and are aimed at more efficient, cleaner, economical and safer road transport. This project consists of two subprojects. In one subproject the main focus is on the effects of the networked society: will the new living patterns, based on e-culture, lead to different forms of mobility? This subproject will perhaps be conducted in collaboration with the Social and Cultural Planning Agency (CPB). The main focus of the second subproject is on ICT applications in road transport: what are the overall effects of intelligent transport systems on congestion, fuel consumption and safety? This subproject will also make a start in determining which actions are needed now, and what the role of government should be.

Behavioural types

Priming and the implementation of road pricing - G905

DGMo – Alternative Payment Methods for Mobility
Policy priority: Alternative Payment Methods for Mobility (ABvM)
Recently started (category C)

With the introduction of the kilometre road pricing scheme, car drivers will be confronted with a new product - On Board Equipment (OBE), which is a set-top box in their cars. Priming, a marketing concept, can play an important role in this. Priming uses subtle stimuli to invoke certain associations, with various possible variations imaginable. We detail these various possibilities in an illustrated document. Explicit attention is given to the ways in which different primers (colours, design, images, written and spoken text) affect car drivers and what possible effects this can have on mobility behaviour.

Behavioural types

Mobility and happiness - G803

DGMo – Regional Accessibility and Safe Transport
Recently started (category C)

Travelling and car ownership are useful and provide pleasure and status. In other words, mobility is a source of happiness. Mobility is a symbol of independence, offers opportunities for social relationships, and is pleasurable in and of itself. A large segment of the Dutch population find 'being on the road' enjoyable. Conversely, only a small segment of the population finds travelling a waste of time. National and international research is increasingly devoted to the relationship between mobility and happiness. What constitutes the 'state of the art' in this area? Where does the human pursuit of status and 'experience' lead to? More mobility and greater happiness? Can the relationship between mobility and happiness be accounted for in mobility policy? If yes, in what way?

Behavioural types

Population decline and mobility - G901

DGMo – Strategy, Investment Policy
Policy priority: Vision Public Transport
Continuing (category D)

Certain regions of the Netherlands have not experienced population growth in years - rather, the local populations are declining. Examples of this include Zuid-Limburg,

Northeast Groningen and Zeeland-Vlaanderen. In other areas, however, population growth continues, although in time a large part of the Netherlands will face shrinking or stagnant populations. Does regional population decline also serve to halt growth in mobility, because, for example, decreases in the working population mean decreases in home-to-work commutes and the traffic jams associated with this? Or do population decreases in certain regions lead to population increases and mobility pressures elsewhere? Hence, more traffic congestion in the Randstad, or traffic jams heading the other way in future? This project examines population growth and decline in the Netherlands. Where does it occur, what are the causes, which developments are expected to occur in the next couple of years, and what effects will this have on traffic and transport? This research will be conducted in consultation with the Netherlands Environmental Assessment Agency (PBL).

Behavioural types

Trends and types of mobility users - G804

DGMo – Regional Accessibility and Safe Transportation
Continuing (category D)

Insight into the mobility market and its users ('know your customer') are necessary in order to influence mobility. There is however major differences in the mobility behaviour of the Dutch. These differences can be traced back to personal characteristics, such as gender and age, but also to lifestyle characteristics, such as family situations and home and work locations. This project uses five social-demographic trends (aging population, multicultural population, individualisation, intensification and reurbanisation) to create a typology of mobility users. The effects that trends have on (future) mobility are addressed. In addition, the research gauges how mobility is experienced and perceived: who experiences what as a problem, and when?

Behavioural types

ERANET 'Demographic changes and mobility' - G702

DGMo – Regional Accessibility and Safe Transportation
Continuing (category D)

The mobility of senior citizens is a 'hot' topic today, also in the EU context. KiM participates in the international ERANET project, working group 14, which set up in 2007 the multinational work programme ('Keep Moving') in the area of demographic developments and transport. As a result of this programme, KiM, in collaboration with Swedish and Austrian partners, initiated an international investigation: 'Senior life transition points and their implications for everyday mobility: perspectives, patterns, scenarios and the issue of car use'. The focus of the research is on changes in the life phases of senior citizens and the ensuing mobility effects. The project will be completed in June 2010.

Behavioural types

Family mobility - G704

DGMo – Regional Accessibility and Safe Transportation
Continuing (category D)

Within mobility management, high priority is given to 'the new way of working' and spreading traffic volumes over places and times. This study examines the effects that social developments have on the activity patterns and mobility behaviour of families with children. In order to obtain a clear indication of this, the study specifically focuses on the mobility behaviour of women and children, as well as car use within families. What is the mobility behaviour like, which developments will occur in this context over the coming years, and what does this mean for traffic and transport policy? The study's added value lies in the fact that both individual mobility and the coordination of activities within families with children are examined, revealing the consequences this has for mobility. This research is part of broader study of the correlation between family composition and mobility behaviour, which KiM is conducting in conjunction with the Social and Cultural Planning Agency (SCP).

4.2
Knowledge at the table

The power of Public Transport - G1006

DGMo – Regional accessibility and Safe Transportation

Meta-analysis (the synthesis of existing insights) regarding the power of Public Transport. This focus here is primarily on the factors that matter to new, potential passengers when choosing public transport, and on the question of where new public transport passengers come from. What works to attract and retain new groups (car drivers specifically)? This synthesis will also consider the results of marketing research.

Advisory Group EMMV (Evaluation Human-focused Measures) - G910

Advisory Group EMMV (Evaluation Human-focused Measures) - G910

The Province of Noord-Brabant and the Partnership Eindhoven Region have started the Evaluation Human-focused Measures project. DHV will execute this project. An advisory group – which KiM is a part of - has been set up to support this project.

5 Project descriptions: Environment and Spatial Planning programme

In addition to the economic and social benefits of mobility, mobility also affects the environment. These effects are seen in local air quality (emissions of NOx, SO2, PM10, volatile organic substances), global air quality (greenhouse gases, primarily CO2), noise pollution and safety. Mobility, moreover, can affect spatial development and spatial quality. A new infrastructure can, for example, damage open landscapes, and a new infrastructure can have a desired or undesired effects on the surrounding areas. And vice versa: the climate, environmental or spatial policy, such as large-scale urbanization or creating more space for water, can have desired or undesired consequences for mobility.

The Environment and Spatial Planning programme has two research themes:

- **Developments and interactions:** exploring and analysing the developments in, and the interactions between mobility and the environment, and mobility and spatial planning.
- **Durability:** establishing the (cost) effectiveness of policies aimed at limiting the effects of mobility on the environment and spatial planning; developing methods for determining the effects on the environment and spatial planning; and identifying policy options.

5.1 Research projects

Developments and interactions + Sustainability

Study sustainable transportation system 2030-2050 - L1001

DGMo – Roads and Traffic safety + Regional Accessibility and Safe Transportation
Policy priority: Clean & Efficient
Starts second half of 2010 (category B)*

This project aims to examine what will constitute a sustainable traffic and transportation system in 2030-2050 and which short-term actions are required to arrive at a timely transition. Some examples of such transitions are the introduction of automatic vehicle guidance or electric cars. The project will develop fundamental long-term visions with regard to the traffic and transportation system, while also analysing how these developments are related, specifically in the areas of safety, noise, air quality and spatial planning. In some cases these various developments can achieve synergy, but such developments can also inhibit one another. Further, a study will be conducted to determine what steps must be taken to initiate a transition and what the government's role would be. This project will include any specific questions arising from the Copenhagen climate conference. The project will be pursued in collaboration with the Netherlands Environmental Assessment Agency (PBL).

Developments and interactions

Water as an organising factor for mobility systems - L902

DGMo – Strategy, Investment Policy
Starts second half of 2010 (category B)

Developments and interactions

It is expected that changing climatic conditions in the Netherlands will be a determining factor for future spatial planning. Water is increasingly seen as the organizing spatial factor in the Netherlands. The water sector has tabled various plans that take into account climate change in the future spatial planning of the Netherlands. This research study examines what these plans would mean for traffic and transportation systems in the Netherlands.

Developments and interactions + Sustainability

Accessibility in urban areas - L901

DGMo – Strategy, Investment Policy
Recently started (category C)*

What effects does urbanisation have on the effectiveness and efficiency of VenW investments? What are smart combinations of spatial and infrastructural policies? That is the central research question in this project. In order to be able to answer this question correctly, a study is conducted to determine which knowledge already exists regarding the relationship between urbanisation concepts and mobility concepts. Also, a list is compiled of the rules of thumb and methodologies available for establishing a simple and quick method for determining the consequences the urbanisation options have on investments in infrastructure. Subsequently, these rules of thumb are applied to a number of regional agendas, with the sensitivity of the findings visualised with regard to the assumptions being made for spatial development. The project will be conducted in collaboration with the Netherlands Environmental Assessment Agency (PBL).

Sustainability

Social-economic analysis of sustainable alternatives - L1002

DGMo – Roads and Traffic Safety
Policy priority: Clean & Efficient
Starts first half of 2010 (category A)

In the context of striving for a sustainable mobility system, it is crucial to gain insights into the social-economic effects innovative and sustainable technologies (via energy transitions, for example) have on road transportation. Some examples of innovative technologies include new generations of biofuels for cars, electrical drive systems for cars, scooters and bicycles, and hydrogen-powered cars. This analysis will include all the various effects, such as the costs of recharging systems, costs for citizens, safety aspects and the effects of another range for the electric bicycles or cars. The project will be conducted in collaboration with the Netherlands Environmental Assessment Agency (PBL).

Sustainability

Effectiveness of sustainability measures for shipping and sea ports - L1003

DGLM – Maritime Affairs
Policy priority: Sustainability issues
Starts second half of 2010 (category B)

In 2008, the Dutch government indicated in its Seaports Sustainable Policy Report and Sea Shipping Policy Report that it intends to accommodate the expected growth in the flows of goods, but without increasing pressure on the environment, while decreasing it where possible. A number of policy instruments for achieving these goals were formulated in both reports. Specifically for sea shipping, the question is whether levies and taxes (on fuel, for example) are more effective than an ETS (Emission Trading System) in protecting the environment, and how best to spend tax revenues. IMO is currently conducting a European study of ETS's effectiveness. In response to this report, KiM will determine the extent to which these results are applicable to the situation in the Netherlands.

5.2
Knowledge at the table

Integral regional development South Wing - L1004
DGMo – Regional Accessibility and Safe Transportation
VenW wants to develop a methodology that accounts for regional spatial, economic and mobility developments. KiM was asked to serve as evaluator or sounding board, in collaboration with PBL.

Continuation Clean and Efficient - L1005
DGMo – Roads and Traffic Safety
Policy priority: Clean & Efficient
In order to evaluate the Clean & Economical Programme in spring 2010, the Netherlands Environmental Assessment Agency (PBL) and ECN have updated the emission estimates of traffic and transportation. KiM was asked to perform an evaluative role.

Energy & Climate as related to aviation - B931
DGLM – Aviation
Policy priority: Sustainability issues
In the context of developing the Aviation Report, DGLM's department of Economics and Aviation Politics will host a first round of talks this autumn on the subject of 'energy and climate change'. In this round of talks, five debates will be held, each involving three experts. KiM was asked to attend these debates and contribute additional input.

6 Project descriptions: Market Organisation programme

In In this programme, the key research areas involve determining how the government can effectively and efficiently safeguard its responsibility for the public interest, and determining which market regulation models for the various transportation sectors are effective and efficient.

6.1 Research projects

Optimum regulations capacity distribution railways - M1001

DGMo – Railroads
Policy priority: Programme for High-frequency Railways
Starts first half of 2010 (category A)

In the framework of the Programme for High-Frequency Railway Transport (PHS), work is being done to make travel without railroad planners possible in various main corridors, in conjunction with a future-proof route strategy for freight transport. Given the issue of increasing shortages and the desire to have a more flexible regulatory framework for the distribution of railway capacity, the current regulatory framework's sustainability and the priority rules for PHS must be clear. DGMo is conducting research to determine how it is possible to invest in the regulatory framework, including priority rules and accompanying responsibilities, in such a way as to create a robust, effective, executable and applicable regulatory framework that is the most fitting/facilitating to/for PHS. KiM contribution to this research will draw on its knowledge of market regulations and railway (freight) transport.

Future financing regional Public Transport - M1002

DGMo – Regional accessibility and Safe Transportation
Starts second half of 2010 (category B)

National budgetary pressures have lead to studies of alternative ways to finance regional public transport. This is only possible by investigating alternative sources, and by involving alternative organizational structures. For the former, possible research themes stem from opportunities for PPS constructions or involve ground exploitation. For the latter, at issue are organisational structures in which the initiative for establishing public transport comes from the market, with the government playing a 'lesser' role than is currently the case. This research involves studying literature and interviewing experts and relevant parties. Various foreign cases can be studied more closely as examples of potential solutions. Sweden, for example, is a place where the original model of what is called 'controlled competition' could be abandoned in favour of a model in which the market is more involved.

6.2
Knowledge at the table

Scope main railway network - M1003

DGMo – Railways

In the context of devising railway concessions, the Railway Directorate initiated a study to determine the optimum scope of the main railway network. Where does the concession for the main railway network stop, and where should or could concessions for regional railways begin. KiM will be involved through the oversight committee or by giving a second opinion.

Concession Betuweroute and public interest - M1004

DGMo – Railroad

Keyrail's concession for the exploitation of the Betuweroute will expire in 2015. DGMo is conducting market research in 2010 to explore new tender opportunities in the project. KiM is contributing ad hoc knowledge based on the role of government and prognoses of Betuweroute usage levels.

7 Project descriptions: Government Organisation programme

Mobility affects many interests (economic, social, environmental) and functions (living, working, leisure activities, etc). Many parties are involved in the decision-making process. The government, as a leading player, has certain responsibilities and social ambitions, and also has unique instruments and possibilities at its disposal to facilitate and control mobility. The government is however only one of the players that influences mobility.
The 'Government Organisation' programme has three research themes:

- **Governmental duties and responsibilities:** safeguarding public interests, institutional structure, governance processes and collaboration between various governmental levels.
- **Policy ambitions and accountability:** drafting concrete, measurable policy targets and indicators; and monitoring and evaluating policy.
- **Organisation and use of knowledge:** effective and efficient design of the knowledge infrastructure, the process of controlling demand, and the use of knowledge (content and process).

7.1 Research projects

Governmental duties and responsibilities

Lessons for decentralisation mobility policy - O901

DGMo – Regional Accessibility and Safe Transportation
Starts second half of 2010 (category B)

Over the past twelve years, many duties and responsibilities in the broad context of mobility have been transferred from the State to provinces and large urban areas. The purpose of this was to render policy and implementation closer to the individual citizen, thereby improving the government's performance. Similar processes have occurred in foreign countries. This is also true for many other social sectors in the Netherlands, including youth care, social welfare, facilities for the disabled or home care. The question is: what good examples and lessons can be drawn from this? Which factors determine the success rates of decentralisation and to what extent are these applicable to mobility? The possible research themes include: the State's role in regional developments, the collaboration between regional partners in the event of 'cross-border' issues, the responsibility for the applied methods and involvement of citizens and companies.

Governmental duties and responsibilities

Innovation in the transport sector (case maritime cluster) - O906/O909

DGLM – Maritime Affairs, DGLM - International and Strategy
Policy priority: Innovation
Recently started (category C)

What possible roles can the government play in innovation in the transport sector, and specifically in the maritime sector? The results of this research will serve multiple purposes simultaneously. First, the results can be used when preparing for the 2010 International Transport Forum (ITF), in which transport and innovation is a key theme. Second, the findings can help translate the general OESO innovation strategy to that of transport sector. Third, the study serves as input for the maritime sector. The case study of the maritime sector (sea shipping, sea ports, and inland waterway shipping) yields an analysis of the government's role in innovation and how this triangular issue of policy, research and business should be approached.

Policy ambitions and accountability

Maritime indicators and targets - O1001

DGLM – Maritime Affairs
Policy ambitions and accountability
Starts first half of 2010 (category A)

The Dutch Parliament has criticized the indicators that the Ministry uses to monitor its policy. Are the right indicators being used? The minister has agreed to assess this and improve matters where necessary and possible. Consequently, in 2009, the Maritime Affairs Directorate (DMZ) drew up a list of the indicators and key figures used to assess whether policy objectives are being met and the way in which this is reported. KiM will analyse the effectiveness of these indicators and translate the informational needs of the Maritime Affairs into an efficient working process for collecting and reporting on the data for the required policy indicators and key figures.

Organisation and use of knowledge

A good start is half the work! - O904/O801

DGMo – Strategy, Investment Policy
Policy priority: Faster & Better
Recently started (category C)

Projects evaluated in an SCBA often provide solutions to problems that have been insufficiently explored. In addition, alternatives are often not sufficiently examined. The question then is how, in the context of the policy agenda, one can arrive at good project proposals in an early stage. It is desirable to comprehensively investigate all possible solutions, including those that are the most socially efficient and involve all the relevant parties. What must be avoided is that one particular solution is focused on too early in the process, leading to a 'locked-in' situation. This project aims to show which government instruments and policy options are possible and which analytical and process-related instruments can offer help.

Organisation and use of knowledge

ERANET 2 / ERANET Transport - O702

DGLM – International and Strategy
Continuing (category D)

On behalf of VenW, KiM's participation in this European project involves performing substantive analyses of (strategic) research themes and subjects in non-European countries, within the European Commission, and for influential parties in international research programming forums. Based on these analyses, information relevant to VenW is collected about research priorities in other countries. In addition and partly related to the priorities stated in the Mobility Report, proposals are made for subjects in a transnational strategic research agenda.

7.2
Knowledge at the table

Knowledge for implementation Faster & Better - O1002
DGMo – Faster & Better
Policy priority: Faster & Better
Starting this autumn, projects will begin that use the new Faster and Better working methods. KiM will contribute reflections and methodological input.

Support DIS with KP7 and KP8 - O1003
DGLM – International and Strategy
In the context of the EU's 7th and 8th framework programme, joint programming is occurring that involves alignment between the member states. KiM will provide guidelines that will allow for methods to be used as efficiently as possible for knowledge development.

Contribution to ITF 2011 - O1004
DGLM – International and Strategy
The International Transport Forum is held annually, bringing leading figures in politics, government and business together to discuss a current transportation issue. KiM will contribute to VenW's preparations for this forum.

Standards of risks - O1005
IVW
Transport and Water Management Inspectorate (IVW) is developing risk standards for supervisory activities, to serve as foundation of their inspection programmes. KiM has been asked to assist.

Effective intervention policy - O1006
IVW
The Transport and Water Management Inspectorate (IVW) is developing an effective intervention policy, which includes such issues as monitoring, setting standards, and instruments. KiM has been asked to assist.

8 Analysis of KiM's contributions

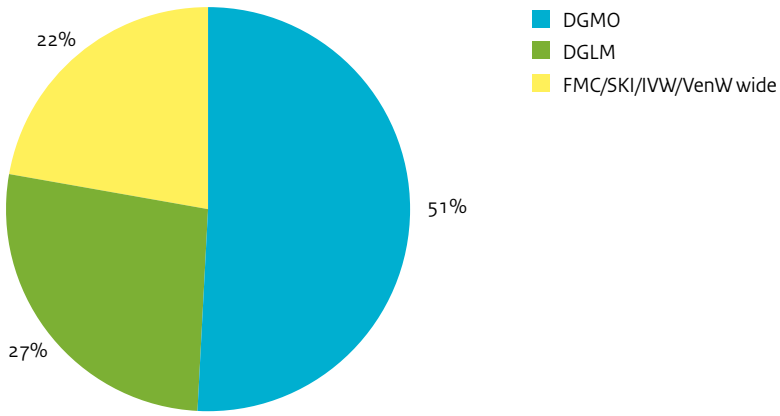
Available capacity

Accounting for job openings, management and support services, in 2010 KiM is expected to have about 18 FTE available for research projects and knowledge at the table. KiM researchers spend about 85% of their time on projects (of which 80% is spent on research and 20% on knowledge at the table). The remaining 15% consists of internal activities (meetings, courses, conferences, seminars, etc).

Capacity distribution per service

Figure 8.1 shows how capacity is distributed per service. Projects for the Directorate General for Mobility comprise the largest group at 51%, followed by projects for the Directorate General for Civil Aviation and Maritime Affairs at 27%. Projects for VenW as a whole, such as the Mobility Report and projects for the Directorates of Finance, Management and Control, Strategy, Knowledge and Innovation, and the Inspectorate for Transport, Public Works and Water Management (IVW), collectively account for 22% of KiM's work programme. In addition to projects for various units within VenW, a small part of KiM's activities consists of developing knowledge without having an immediate client, which occurs separately from developing knowledge in other projects.

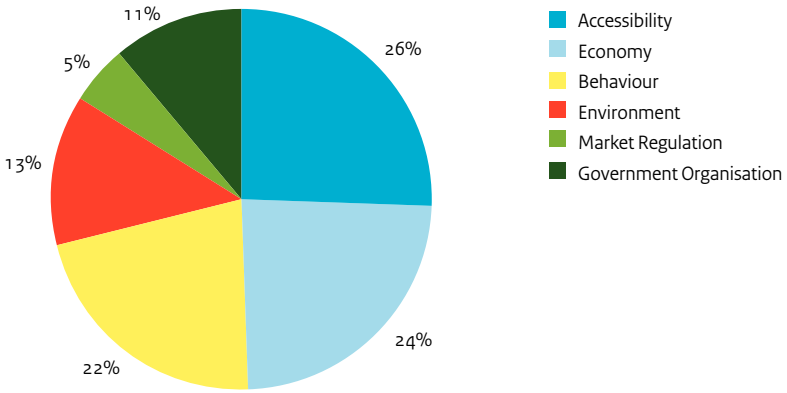
Figure 8.1
Distribution of capacity per service



Capacity distribution per programme

Figure 8.2 shows the distribution of capacity per KiM programme. Large programmes include Accessibility, Economy and Behaviour. Smaller programmes include Environment, Government Organisation and Market Regulation.

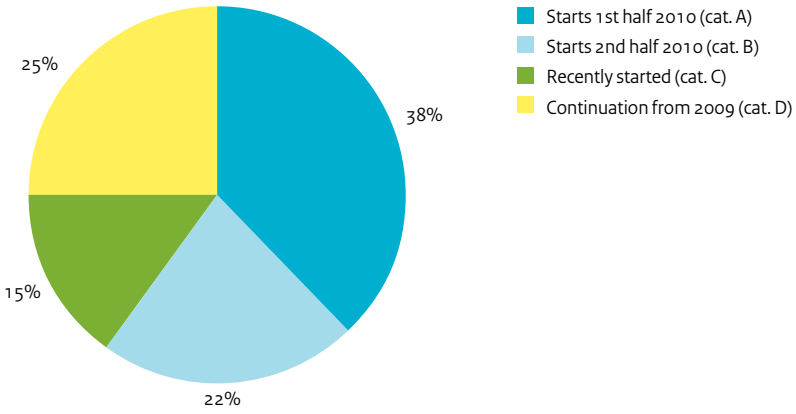
Figure 8.2
Capacity distribution per programme



Capacity distribution per urgency of project

The projects in the work programme cannot all be executed simultaneously. Consequently, projects are divided into new projects that start in the first half of 2010, new projects that start in the second half of 2010, and projects that have already started in 2009 and continue into 2010 (see also section 1.2). The distribution per category, as indicated in Figure 8.3, cannot be translated one-to-one with the distribution of capacity over the entire year. It does not automatically follow that a project that starts in the 1st half of 2010 will also be completed in that half of the year.

Figure 8.3
Capacity distribution per urgency of project



9 About KiM

9.1 Objective, mission and role

The Netherlands Institute for Transport Policy Analysis (KiM) was founded on 1 September 2006 by the Ministry of Transport, Public Works and Water Management (VenW). KiM's objective is to strengthen and broaden the strategic knowledge base for mobility policy, and thus render VenW a more knowledge-driven organisation.

To strengthen the strategic knowledge base, KiM devises systematic and well-substantiated trend analyses, prognoses, research studies and analyses of policy options. Prior to KiM's founding, these products were only limitedly developed. When broadening the knowledge base, the point is to the further develop the range of knowledge required for the mobility policy area, including knowledge about economic, social and administrative developments.

Hence, KiM's mission is as follows:

KiM performs mobility analyses that affect policy

KiM maintains an independent position within VenW and operates independently, in the sense that no political or policy-based control of the product contents is permitted, as established in KiM's Foundation Decree. It is true, however, that KiM largely works in a question-driven manner, as also described in Chapter 3's explanation of how the Work Programme is formulated.

9.2 Knowledge function

At KiM, knowledge for policy is the focal point. Knowledge for policy means using (strategic) knowledge to enhance the quality of (strategic) policy. Literature uses the term evidence-based policy to describe this function: basing policy choices on relevant facts, comprehensive analyses and reliable estimations of risks in the context of (inter)nationally available knowledge.

KiM performs four knowledge functions:
- Strategic development of knowledge: developing new knowledge for VenW policy (such as future scenario studies and policy analyses);
- Knowledge access: integrating existing knowledge and rendering it accessible for VenW;
- Knowledge input: introducing knowledge (collegial) into policy processes and providing a sounding board for VenW's policy directorates;
- Critical counterarguments: reflecting on current policy guidelines based on existing knowledge.

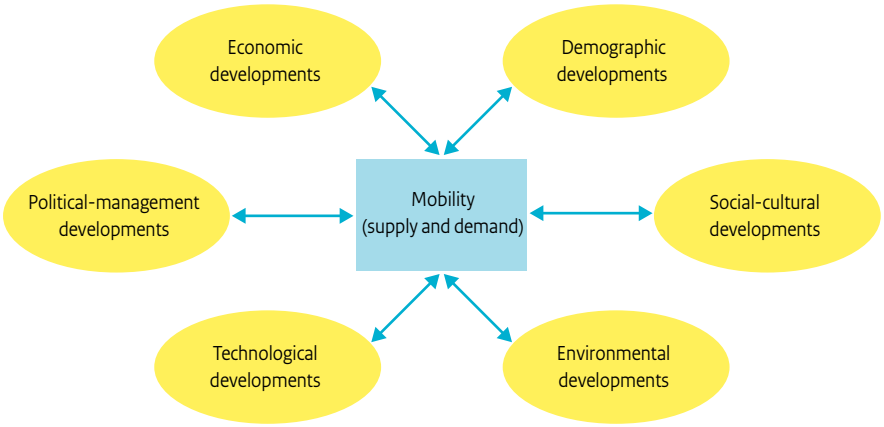
For this purpose, KiM uses existing knowledge but also develops new knowledge. This primarily occurs in those areas where KiM has vast knowledge in-house. These areas are:

- perception, behaviour and attitudes;
- mobility developments and effects of policy measures;
- social cost-benefit analyses.

In addition, KiM strives to further develop its own expertise on environment, spatial planning and safeguarding public interests.

KiM takes a broad approach toward mobility when fulfilling its knowledge functions. This is reflected first in the broad range of disciplines represented within KiM, which includes economics, social geography, planning, sociology, psychology, transport engineering and management. Second, this is reflected in Kim's broad orientation in the field, as illustrated in Figure 9.1

Figure 9.1
Broad approach toward mobility

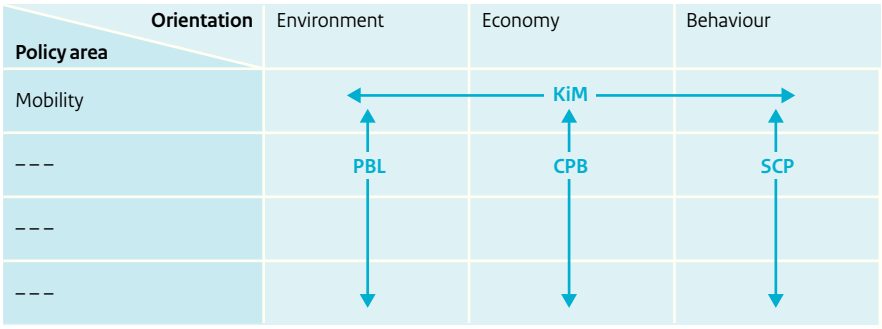


One important difference between KiM and the planning agencies is that planning agencies study questions about various policy areas (including mobility) from a specific angle (economy, environment and behaviour). KiM however specifically studies questions relating to mobility policy from various angles (economy, environment and behaviour). This is represented in Figure 9.2. Another difference is that planning agencies also function as strategic advisors to the Dutch Cabinet, a role that KiM does not fulfil.

In principle, KiM develops knowledge in own activities, but it also collaborates with other parties when this offers added value. Such parties include planning agencies, universities, and the Centre for Transport and Navigation of the Directorate-General for Public Works and Water Management. KiM also outsources research to private organisations.

All of KiM's research publications are in the public domain. Publication occurs within three months after completion of the research. In some cases this timeline may be deviated from; for example, when the research is part of the preparations for a major policy report, in which relevant research reports are published simultaneously upon publication of the report.

Figure 9.2
Differences between planning agencies and KiM



9.3
The typical KiM product

The field of mobility has multiple suppliers of knowledge: universities, knowledge institutes, such as TNO, planning agencies and consultants. This raises the question as to how KiM distinguishes itself from other suppliers, notwithstanding its positioning within VenW. The 'typical KiM product' can be described as follows:
A strategic, multidisciplinary and analytical report, studies or policy analysis that includes 'policy controls' but does not include policy recommendations about one or more important VenW mobility dossiers, developed in close collaboration with policymakers.

The elements of the typical KiM product can be described as follows:

- Strategic: broadly outlined and relating to the first stage of the policy cycle. Generally, KiM does not work on tactical-operational knowledge questions, nor does it perform very narrow-focused studies.
- Multidisciplinary: a choice for multiple angles from multiple disciplines. In this way, KiM's analyses are of a more robust nature. Also for research in which there is one specific focal point, the results are evaluated from multiple angles in order to increase robustness.
- Analytical: not only descriptive (which developments are occurring, the 'what' question) but also explanatory (which are the underlying factors, the 'how' question).
- With 'policy controls' but without policy recommendations: for KiM the focus is on creating a better basis of knowledge for policy, which is why KiM indicates which effects various policy options (could) have, because expected policy effects in practice only form part of the political and policy considerations, and KiM cannot and will not give policy recommendations. More generally, KiM concentrates on policy-focused research and not on, for example, deeper scientific investigations of particular issues. Nonetheless, it is also important for KiM to develop knowledge over many years. But that knowledge development is also ultimately focused on support for (future) policy projects and policy processes.
- About one or more key VenW dossiers: the ambition to strengthen and broaden VenW's knowledge basis is related to all VenW mobility dossiers, although the greatest attention is given to the most important dossiers (in the sense of the policy's contribution to solving social problems and to prosperity, and in the sense of the degree to which social and political discussions occur).
- In close contact with policymakers: a 'short distance' to KiM contributes to a stronger knowledge basis, because closer contact leads to better exchanges of policy questions and research results.

Not only publications, but also knowledge at the table

KiM's most conspicuous products are its publications (reports, background documents, second opinions and papers). KiM has issued a large number of publications in recent years[2]. Equally important are the knowledge at the table KiM provides, which focus on introducing knowledge into policy processes through discussions, presentations, short reports (containing, for example, a 'pre-evaluation' of intended policy or drawing attention to a certain development or dilemma), as well as involving VenW in the (inter)national knowledge network and advising VenW on its policy directorates regarding the formulation of knowledge requests.

National and international outlook

Many research questions also require internationally developed knowledge or have a strong international or European context. KiM therefore continuously gathers 'state-of-the-art' scientific knowledge and, based on the requests for knowledge, seeks to connect to the most up-to-date international policy context. In addition, KiM develops and conducts numerous international research programmes. KiM is also active in the European ERANET Transport platform.

9.4 Organisation

KiM's activities are organised into six programmes. All of KiM's activities are conducted within these programmes, rendering the programmes a coherent group of research projects and knowledge at the table.

KiM's programmes are:

1. Behaviour	programme manager: Odette van de Riet
2. Environment and Spatial Planning	programme manager: Odette van de Riet
3. Governmental Organisation	programme manager: Odette van de Riet
4. Economy and Prosperity	programme manager: Pauline Wortelboer
5. Market Organisation and Role of Government	programme manager: Pauline Wortelboer
6. Accessibility and Mobility	programme manager: Jan van der Waard

KiM works with themes within these programmes. Themes are intended to reinforce the coherence between projects and lend structure to the mobility topics that 'matter'. Themes can indicate a clustering around a certain research subject, but also a clustering around a current policy discussion.

9.5 Links to 'Renewing, Connecting, Trusting'

The report 'Renewing, Connecting, Trusting' (Ministry of Transport, Public Works and Water Management, 2008) states how VenW will operate as part of the new and improved civil service. The way in which KiM approaches the three pillars from the Renewing VenW directive will also impact the work programme.

[2] We refer you to our website www.kimnet.nl for an overview of all publications issued.

Quality, flexibility and mobility (renewing)

Striving for more integral, compact working methods fits with KiM's programme-based approach. This is further reinforced through the approach to the research themes within the programmes. In addition, KiM continuously strives to create balance between retaining knowledge in areas where KiM wants to maintain its expertise and promoting the mobility of employees.

Collaboration (connecting)

KiM is part of VenW and primarily focuses on research questions raised by other VenW departments. Close cooperation with other VenW departments – while taking into account the other's duties and responsibilities - is therefore crucial. KiM stimulates such cooperation by ensuring that its clients fully understand what KiM does and what can result from this. In this, KiM is flexible with regard to processes and deadlines, satisfactorily presents the policy context of its conclusions, and deliberates with the relevant parties regarding the appropriate moments for making publications public. Face to face relationships are very important in this.

For projects, KiM collaborates with planning agencies, universities, research institutes and consultants. The starting point here is that (part of) the research is conducted by those who can do it most effectively and efficiently.

Towards results and communication (trusting)

KiM was founded in order to make the Ministry of Transport, Public Works and Water Management a more knowledge-driven organisation. As such, KiM contributes towards improving policy preparation. Good communication with VenW's clients regarding research results is therefore crucial in this endeavour. In 2010, KiM intends to devote special attention to other communication tools, beyond just distributing reports. Examples of this include giving presentations, organising meetings and conducting what are known as 'legs on the table' discussions.

Appendix A
Project overview summary

This appendix contains all projects from the 2010 Work Programme, ordered by Directorate-General and Directorate. The page number in the table indicates where in this document the project description can be found.

Explanation of the tables

Type of research

- Research projects: most KiM projects are research projects. These projects are usually directly related to ongoing policy plans or processes. However, they can also be about compiling knowledge.
- Knowledge at the table: For various policy trajectories, KiM also introduces knowledge in other ways; for example, by providing verbal reflections, drafting second opinions, assisting with external research, and organising workshops.

Programmes

B = Accessibility and Mobility
E = Economy and Prosperity
G = Behaviour
L = Environment and Spatial Planning
M = Market Organization and the Role of Government
O = Government Organisation

Categories

- Category A: new projects that, owing to their high priority, will be started in the first half of 2010.
- Category B: new projects that will be started in the second half of 2010, unless new, higher priority projects emerge. If the latter occurs, discussions with the relevant parties will determine which projects will be replaced. If they are questions or requests that come with specific deadlines, they fall into a category reserved for 'ad hoc' requests and no reprioritisation is required.
- Category C: recently started projects (late 2009) that were not included in the 2009 Work Programme.
- Category D: continuations from 2009 or previous years (for example, multi-year projects).

In addition, five projects are marked with an *. These are high-profile projects that we expect will play an important role in policy discussions.

Size

For each Category A, B or C research project, we estimate how many hours are expected to be spent on the project in 2010.
L = large project: more than 0.5 FTE (1 FTE = 1200 hours)
M = medium-sized project: between 0.15 and 0.5 FTE
S = small project: less than 0.15 FTE

Projects for DGMo

Directorate	Title	Project number	Project type	Pro-gramme	Policy priority	Category	Size	Page
DRV	Evaluation influence on mobility behaviour	G1002	Research	G	Vision Public Transport, Clean & Efficient	A	L	23
DRV	Quality aspects in SCBAs	E905b	Research	E		A	M	16
DRV	Durability in SCBAs	E905c	Research	E		A	M	16
DRV	Future financing regional Public Transport	M1002	Research	M		B	M	33
DRV	Effects of more intensive bicycle policy	G1004	Research	G		B	M	24
DRV	Impact network society and ITS on mobility	G902	Research	G		B	M	25
DRV	(Im)possibilities for new data-collecting technologies	B1005	Research	B		B	M	11
DRV	Lessons for decentralisation mobility policy	O901	Research	O		B	M	35
DRV + Railroad	High-level of service public transport – high-level effects?	G1003	Research	G	Vision Public Transport	B	L	24
DRV	Mobility and happiness	G803	Research	G		C	S	25
DRV	Robustness measures in SCBAs	E905a	Research	E		D		18
DRV	ERANET 'Demographic changes and mobility'	G702	Research	G		D		26
DRV	Family mobility	G704	Research	G		D		26
DRV	Trends and types of mobility users	G804	Research	G		D		26
DRV	Integral regional development South Wing	L1004	Knowledge at the table	L				31
DRV	The power of Public Transport	G1006	Knowledge at the table	G				27
DRV	Quality research contractual transportation	B922	Knowledge at the table	B				13
DRV	Public innovation agenda mobility	B929	Knowledge at the table	B				13
DRV	Monitoring TaskForce Mobility Management	B933	Knowledge at the table	B				13
Railways	Optimum regulations capacity distribution railways	M1001	Research	M	Programme High-frequency Railways	A	M	33
Railways	Second opinion SCBA ERTMS	E1002	Research	E	Railway safety	A	S	15
Railways	Improvement methodology SCBA railway projects	E906	Research	E	5% growth on the railways	D		18
Railways	Scope main railway network	M1003	Knowledge at the table	M				34
Railways	Concession Betuweroute and public interest	M1004	Knowledge at the table	M				34
Railways	Railway line Breda-Utrecht	E1008	Knowledge at the table	E				20
Railways	Midterm review of Action Plan 5% growth on the railways	B1007	Knowledge at the table	B	5% growth on the railways			13
WV	OEI for an integrated and area-oriented approach	E1001	Research	E		A*	M	15
WV	Social-economic analysis of sustainable alternatives	L1002	Research	L	Clean & Efficient	A	M	30
WV + DRV	Study sustainable transportation system 2030-2050	L1001	Research	L	Clean & Efficient	B*	L	29
WV	Travel delays on secondary road networks and on weekends	B903	Research	B	NMCA	C	M	10
WV	Description and explanation of reliability and robustness of main road network	B924	Research	B	NMCA	D	L	11
WV	Short-term effects of fuel prices	B905	Research	B		D		10
WV	Second opinion policy vision of parking spaces	B1008	Knowledge at the table	B				13
WV + S&I	KiM activities in the context of NMCA	B1009	Knowledge at the table	B	NMCA			13
WV	Problems connecting with NRM and CBA	E1009	Knowledge at the table	E				20
WV	Continuation Clean and Efficient	L1005	Knowledge at the table	L	Clean & Efficient			31
WV	Advisory Group EMMV (Evaluation Human-focused Measures)	G910	Knowledge at the table	G				27
ABvM	Priming and the implementation of road pricing	G905	Research	G	ABvM	C	M	25
S&B	Knowledge for implementation Faster & Better	O1002	Knowledge at the table	O	Faster & Better			37
S&I	Robustness West-Netherlands road network	B1004	Research	B	NMCA	B	M	11
S&I	Water as an organising factor for mobility systems	L902	Research	L		B	M	29
S&I	A good start is half the work!	O904/ 0801	Research	O	Faster & Better	C	M	36
S&I	Accessibility in urban areas	L901	Research	L		C*	L	30
S&I	Population decline and mobility	G901	Research	G	Vision Public Transport	D		25

Projects for DGLM

Directorate	Title	Project number	Project type	Pro-gramme	Policy priority	Category	Size	Page
DIS	Foundation for new policy intentions from Brussels	E1003	Research	E		A	M	16
DIS	Location of multi-modal hinterland nodes	B1003	Research	B	Long-term Vision Mainports	A	M	11
DIS	Quality indicator for accessibility land-based mainports	E901	Research	E	Long-term Vision Mainports	D	M	20
DIS	ERANET 2 / ERANET Transport	O702	Research	O		D		36
DIS	Support DIS with KP7 and KP8	O1003	Knowledge at the table	O				37
DIS	Contribution to ITF 2011	O1004	Knowledge at the table	O				37
DIS	OESO research future needs transcontinental connections	G908	Knowledge at the table	B				14
LHV	Choice behaviour following abolishment of the flight tax	G1001	Research	G	Structural vision airport development	A*	L	23
LHV	Promoting Schiphol's hub function through location policy	E1005	Research	E	Long-term Vision Mainports	A	S	19
LHV	Second opinion aviation vision Nature and the Environment	E1006	Research	E	Structural vision airport development	A	S	19
LHV	Mainport 2.0	E1010	Knowledge at the table	E	Long-term Vision Mainports			21
LVT	Collaborative opportunities in transport and trade relations with France and the Eurodelta	E1007	Research	E		B	M	19
LVT	Taxes and fees in aviation	E927	Research	E	Structural vision airport development	D		18
LVT	Fact sheet aviation data	E928	Research	E	Structural vision airport development	D		20
LVT	Energy & Climate as related to aviation	B931	Knowledge at the table	L	Sustainability issues			31
MZ	Maritime indicators and targets	O1001	Research	O		A	M	36
MZ	Alternatives for maritime fleet policy	E1004	Research	E		A	M	16
MZ	Effectiveness of sustainability measures for shipping and sea ports	L1003	Research	L	Sustainability issues	B	M	30
MZ + FMC	RPE Policy Evaluation Seaports Report	E910	Research	E	Decision-making seaport infrastructure	C	M	17
MZ + DIS	Innovation in the transport sector (case maritime cluster)	O906/ O909	Research	O	Innovation	C	M	35
MZ	Second Opinion SCBA Maasgeul	E936	Research	E	Decision-making seaport infrastructure	C	S	17
MZ	Critical reflection Port Alliance research projects	E1011	Knowledge at the table	E				21
MZ	SCBA IJmuiden lock and Terneuzen lock	E1012	Knowledge at the table	E	Decision-making seaport infrastructure			21
MZ	National capacity analysis inland ports	B1010	Knowledge at the table	B				14

VenW-wide projects or projects for other VenW departments

Directorate	Title	Project number	Project type	Pro-gramme	Policy priority	Category	Size	Page
VenW-wide	Mobility Report 2010	B1001	Research	B		A*	G	9
VenW-wide	Medium-to-long term study of mobility and accessibility	B1002	Research	B		A	G	10
VenW-wide	Update KiM scenario-publication	B1006	Research	B		B	M	12
VenW-wide	Low trust society	G1005	Research	G	ABvM, OV Chip Card	B	M	24
VenW-wide	FES and other CBA assessments	E932	Research	E		C	M	17
VenW-wide	Accessibility indicator	B710	Research	B		D	K	13
VenW-wide	Monitoring long-term scenarios	B901	Research	B		D	K	10
VenW-wide	Economic valuation reliability of journey times	E707	Research	E		D		19
All of VenW	OESO country exams 2010	E933	Knowledge at the table	E				21
FMC	Economic Structural Reinforcement and CBA	E929	Research	E		C	K	17
FMC	Case study ex post analysis	E923	Research	E		D		18
DGW	SCBAs and Delta programme: partial programme Rijnmond and Drecht cities	E918	Knowledge at the table	E			K	21
FMC	Communication OEI	E712	Knowledge at the table	E				21
SKI	SCBA 2028 Olympic Games- mobility effects	E930	Knowledge at the table	E				21
IVW	Standards of risks	O1005	Knowledge at the table	O				37
IVW	Effective intervention policy	O1006	Knowledge at the table	O				37

Projects for knowledge development

Title	Project number	Project type	Programme	Policy priority	Category	Size	Page
Development of long series data file	B801	Research	B		D		12
Explanatory mobility model	G802	Research	B		D		12
Reliability of journey times	P801	Research			D		53
Infrastructure in the 19th and 20th century	P802	Research			D		53
Weighing realistic options	E925	Knowledge at the table	E				22
NICIS-OBBRI (Design and Evaluation of Regional visions for Space and Infrastructure)	E926	Knowledge at the table	E				22

Appendix B
Completion of research projects in early 2010

The research projects in the table below continue in 2010, but have planned completion dates prior to March 1st.

Title	Project number	Requested by	
OEI and Elverding	E821	DGMO	S&B
Governance traffic models	O910	DGMO	S&I
Traffic prognoses in historical perspective	B802	DGMO	WV
Evaluation cargo transport models	B805	DGMO	WV
Accessibility Eindhoven and Lelystad from land	B906	DGLM	LHV
Hinterland congestion and the role of short sea and inland shipping	E803	DGLM	MZ
Monitoring framework National Data Warehouse	B923	RWS	SDG
Risk perception	G712	IVW	
Analysis accessibility HWN 2000-2008	B822	Knowledge building	

Appendix C
PhD research projects

In collaboration with VU University Amsterdam, two PhD research projects were started in 2008. The PhDs students partly conduct their research at VU, and partly at KIM. The research projects will take a total of four years to complete, but will have already resulted in spin-offs for other KiM research projects.

P801 Reliability of journey times

The research questions are:

- How large is the range of door-to-door journey times? Has this increased over time?
- Is the range (approximately) proportional to the total journey time, or to total delays?
- What expectations do passengers and transportation companies have regarding journey times? Are these expectations rational? Or is there a systematic bias?
- How do passengers and transportation companies experience unexpected accelerations and delays?
- Are the costs of factored-in and of unexpected delays equal?
- Does the value of non-reliability change over time? Is 'just in time' becoming increasingly important?

P802 Infrastructure in the 19th and 20th century

The research questions are:

- Have cities located by railways and highways grown faster than other cities in the 19th and 20th centuries? Does this effect occur only or primarily under certain conditions? Can an argument be made for causality (does the infrastructure make the city grow, or is infrastructure created where growth is expected?)?
- Have regions that have international airports grown faster than other regions? Is there a difference between regions with a hub and regions at the end of the spokes?
- Are such effects additional or distributive?

Colofon

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