



Ministry of Infrastructure and the
Environment

Work Programme 2014

Netherlands Institute for Transport Policy Analysis | KiM

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About KiM and this Work Programme

0.1 Introduction

This is the 2014 Work Programme of the Netherlands Institute for Transport Policy Analysis (KiM).

The coalition agreement of Prime Minister Mark Rutte's second government, which took office in 2012, states that infrastructure and accessibility are vital to the Dutch economy. The government will work to improve accessibility by investing in new projects and by making better use of the existing transport infrastructure. Public transport must be reliable, accessible and efficient, and connections between different forms of public transport must be improved. The government is promoting the development of the mainports of Schiphol and Rotterdam and opts for economic growth that avoids adverse ecological and environmental impacts. The coalition agreement proposes a clearer demarcation of tasks and responsibilities within and between the different tiers of government, arguing that effectively safeguarding public interests must be accompanied by room for reform.

In 2014 the Ministry of Infrastructure and the Environment (IenM) will pay particular attention to the Accessibility Agenda, which seeks to improve accessibility not only by expanding the transport infrastructure network but also through the use of innovative solutions. For accessibility by rail the emphasis is on implementing the Long Term Rail Agenda, which seeks primarily to improve the quality and attractiveness of rail transport. To support the energy transition needed to mitigate climate change, implementation of the Social and Economic Council of the Netherlands' Energy Agreement for Sustainable Growth, which is also highly relevant to mobility and transport, will also begin in 2014.

Demand-driven and evidence-based

Essential to making and implementing policies for these topics is having an up-to-date, theoretical and empirical knowledge base. In 2014 KiM will continue its efforts to make a significant contribution to bringing together the required knowledge and making it relevant and applicable to policy and practice. KiM's Work Programme is *demand-driven*. The demand for research is not a case of one-way traffic from the policy directorates to KiM, in the sense of placing an order for a product. The articulation of research questions is based on an active dialogue in which KiM regularly alerts the policy directives to strategic developments, social trends and other issues affecting mobility that may require a policy response. In other words, KiM has an important strategic task of making the required knowledge available for the development and maintenance of policy. KiM's stated objective is therefore to strengthen and broaden the strategic knowledge base for mobility policy and thus enhance the quality of mobility policy. The term used for this is 'evidence-based policy': basing policy choices on relevant facts, sound analyses and reliable estimates of risks drawn up using nationally and internationally available knowledge.

0.2 Products, services and working methods

Products and services

KiM delivers three types of products and services to strengthen and broaden the strategic knowledge base for mobility policy:

- **Research projects:** exploratory studies and policy analyses based on factual information and reviews of scientific and other literature, which are then translated into a form that is applicable to policy and practice. The resulting publications are publicly available.
- **Knowledge at the Table:** introducing knowledge into policy processes in the following ways:
 - discussions, presentations and short reports on the available knowledge and empirical evidence;
 - answering ad hoc questions;
 - giving the Ministry of IenM access to national and international knowledge networks (what knowledge can be obtained from which sources?);
 - giving assistance to the IenM policy directorates in formulating research questions and methods for research to be contracted out to third parties;
 - participating in steering committees;
 - advising on and assisting with the planning of knowledge development programmes for research institutes outside the Ministry of IenM.
- **Observational reports:** reports in which KiM draws attention within the ministry to various topics in response to current policy and research developments or reports by third parties. These reports are not included in the Work Programme, although capacity is made available within KiM for this purpose. Unlike research projects and knowledge at the table, observational reports are not demand-driven.

Contours of KiM's working methods and service delivery

The working methods and parameters within which KiM delivers its products and services have been carefully chosen.

- KiM carries out projects in close contact with the policymakers of the Ministry of IenM; the short lines of communication between the policymakers and KiM help to strengthen the knowledge base because they facilitate a better exchange of policy questions and research results.
- KiM focuses on strategic policy research: it is concerned with broad principles and knowledge relevant to the first phase of the policy cycle (agenda setting, policymaking and evaluation).
- Only KiM's research projects are published in the public domain. Publication occurs within three months of completion of the research. In some cases an exception is made, for example if the research forms an input to the development of a major policy document, in which case the relevant research reports are published simultaneously with the release of the policy document.
- The type of policy input given by KiM depends on the phase of policy development:
 - Agenda setting: KiM outlines substantive developments and identifies *leverage points for policy intervention*.
 - Policymaking: KiM provides ex ante assessments of the effects of *policy levers* or *policy instruments* proposed by the policy directorates; where necessary KiM indicates that the *pallet of policy levers* is wider than initially proposed by the policy directorates and, in consultation with policymakers, evaluates this broader range of *policy levers*.
 - Policy evaluation: KiM provides ex durante or ex post assessments of the impacts of implemented *policy instruments*.
- KiM does not make policy recommendations, because the expected impacts of policy are just one of the considerations in the political decision-making process.
- KiM does not undertake any fundamental research, but it may raise proposals for fundamental research for consideration. Neither does KiM carry out tactical/operational research (for example, to support the practical design of specific policy instruments).
- KiM focuses on the macro level (society as a whole) and the meso level (groups in society), but does not concern itself with insights at the level of the individual that cannot be generalised to larger groups in society.

- KiM examines issues from different angles and from several disciplines, which makes KiM's analyses more robust. Even in studies in which a certain perspective is the dominant perspective, the results are evaluated from a range of different perspectives to increase their robustness. This is also reflected in the wide range of disciplines represented within KiM (which include economics, human geography, regional planning, sociology, psychology, traffic engineering and public administration).
- KiM does not only produce descriptive studies (which trends are apparent - the 'what' question), but also explanatory analyses (what are the underlying factors – the 'how' question).
- KiM's intention to strengthen and broaden the ministry's knowledge base relates to the full range of the ministry's policy responsibilities, including the relation between mobility and spatial development and mobility and sustainability. The needs and benefits are greatest in the most important policy fields (important in the sense of a policy's contribution to solving social problems and the degree to which an issue gives rise to public and political debate).

0.3 Positioning

Differences with the policy assessment agencies

KiM is positioned within the Ministry of IenM to facilitate the uptake of KiM products and direct interaction with the policy directorates. There are clear differences between KiM and the policy assessment agencies. A key difference is that the policy assessment agencies examine issues in different policy areas (including mobility) from a certain perspective (economy, environment and behaviour), whereas KiM addresses specific issues within the field of mobility policy from various different perspectives (economy, environment and behaviour). In addition, KiM's work is almost entirely demand-led, whereas the policy assessment agencies are free to add topics to their own agendas, for which of course they keep their ear to the ground in the government departments. KiM also puts more emphasis on its knowledge at the table function.

Cooperation with partners

However, the differences between KiM and the policy assessment agencies have not precluded them from making multiyear agreements for an effective and efficient division of tasks. Agreements have also been made for productive cooperation on topics of common interest. These include making optimal shared use of the available expertise, participating in each other's feedback groups, contributing to each other's publications, holding joint brainstorming sessions and critiquing each other's products.

KiM also works with external knowledge institutes, universities and Rijkswaterstaat Water Traffic and Environment (RWS/WVL). KiM does this mainly on the basis of knowledge developed elsewhere (in the Netherlands and abroad), which KiM then integrates and makes applicable to policy and practice. KiM sometimes subcontracts parts of research projects to private organisations (or universities) and then integrates the results into a KiM product.

Contacts with the scientific community

KiM is associated with 10 prominent academics from the Netherlands and abroad: the KiM fellows. These fellows provide the academic backing for KiM's work. A core task of the fellows is to review project plans and draft publications. In addition they are invited to give lectures and presentations and to take part in brainstorming sessions to give extra impetus to new research projects.

The current fellows are:

Name	Discipline	University
Professor Luca Bertolini	Planning	University of Amsterdam
Professor Martin Dijst	Urban Development and Spatial Mobility	Utrecht University
Professor Jonas Eliasson	Transport Systems Analysis	KTH (Royal Institute of Technology) Stockholm
Professor Ernst ten Heuvelhof	Public Administration	TU Delft
Professor Vincent Marchau	Uncertainty and Adaptivity of Societal Systems	Radboud University Nijmegen
Professor John Preston	Rail Transport; director of the Transport Research Group	University of Southampton
Professor Stef Proost	Energy Economics	Transport and Environment, Catholic University of Leuven
Dr Tim Schwanen	Transport and Social Geography	University of Oxford
Professor Eddy Van de Voorde	Transport and Regional Economics	University of Antwerp
Professor Bert van Wee	Transport Policy	TU Delft

KiM aims to be a pivotal link between the Ministry of IenM and the universities in the field of mobility. To this end KiM plays an active role in the development of research networks such as TRAIL, and multiyear research programmes such as Sustainable Accessibility in the Randstad (DBR). DBR is part of the VerDuS knowledge initiative on Connecting Sustainable Cities and members of the KiM staff are involved in all the relevant DBR projects. In addition, KiM makes an active contribution to delivering the results of the DBR research into the policymaking process.

Researchers in the field of civil aviation cooperate in the *Airneth* international scientific network for aviation research and policy. Both *Airneth* and KiM aim to support aviation policy with insights from research. In view of this, in mid-2012, following periodic coordination with the ministry's Civil Aviation Department, KiM took over the management of *Airneth*. KiM's role in steering *Airneth* activities enhances their demand-driven character and thus the effectiveness of the research input to aviation policy. *Airneth* activities are therefore geared to providing evidence to support KiM's responses to the questions from the policy directorates. *Airneth*'s objectives are otherwise unchanged: to further expand, maintain and make use of the scientific network in the field of aviation. KiM commissions *Airneth* to organise workshops, seminars and lectures and prepare position papers to make the results of external scientific research more accessible to aviation policymakers.

International orientation

Many research questions involve the acquisition of knowledge through international academic cooperation or have a strong international context. However, the international research community is vast and KiM's capacity is limited. Our international strategy is therefore primarily geared towards 'gathering' knowledge. To be able to 'gather' knowledge it is sometimes also necessary to 'give' knowledge, and to this end KiM has established special relationships with several relevant international research institutes. KiM staff members also participate in conferences and symposia and work to a limited extent in international projects, and KiM participates in several international forums, such as the Joint Transport Research Committee (JTRC), and in committees of the US Transportation Research Board (part of the National Research Council).

0.4 Core themes and relation to the ministry's Strategic Knowledge and Innovation Agenda (SKIA)

The research projects carried out by KiM fall within several core themes. These core themes are designed in the first instance to clarify what knowledge and expertise is available within KiM and to perform an agenda-setting function for identifying the knowledge that will be needed to answer future policy questions.

Core themes:

- define the type of information and expertise KiM can be called upon to deliver;
- logically integrate the 'individual' studies and knowledge-at-the-table questions, which are an inevitable consequence of demand-driven research;
- communicate and reinforce the hallmarks of a typical KiM product;
- give direction to future mobility research and coherence to the focus areas of current research; in other words, a core theme provides a multiyear, agenda-setting framework for concrete projects;
- can in time be discontinued, while new core themes can be added when required.

Core themes also provide the basis for structuring KiM's activities because they consist of complementary clusters of projects and other activities.

The core themes in 2014 are listed below.

- 1. Mobility, accessibility and spatial planning** Core theme 1 is about describing and explaining national and international developments in mobility and transport. The theme includes reviewing past developments (drawing conclusions in the light of socio-economic, spatial, demographic and technological developments and policy effects) as well as looking forward (preparation of medium- and long-term outlooks to support robust policy development), paying specific attention to the interactions with spatial development and urban planning. In addition, this theme focuses on understanding accessibility, operationalising the concept of accessibility, and developing and analysing measures for improving accessibility. Studies in this core theme encompass both passenger and freight transport, as well as transport networks, chains and hubs.
- 2. Mobility of groups** This core theme is about the mobility of specific groups. The research aims to derive a picture of the mobility of specific groups, the autonomous and induced changes in the mobility behaviour of such groups and the underlying factors involved. Insights gained at the macro level are translated to the meso level: to groups or market segments. The underlying factors provide not only explanations, but also offer possible pointers for policy development.
- 3. Sustainable mobility, safety and transition** This core theme is about sustainable mobility and mobility-related safety aspects. It includes the consequences for liveability and the safety of the current mobility system as well as scenarios for a more sustainable and safer mobility system in future. Much of the research effort in this core theme is devoted to the transition process: what will a sustainable and safe mobility system look like, what are the obstacles to achieving this and what points of policy leverage exist to facilitate this transition?
- 4. Models and data** A key element in core theme 4 is stimulating the model development and data collection required for preparing mobility and transport policies. The theme also includes the development of indicators for monitoring strategic policy objectives.
- 5. Social importance, the role of government and market organisation** This core theme aims to provide insights into the importance of mobility, transport and infrastructure in the social, spatial and economic development of the Netherlands, with an emphasis on the significance of the mainports and other transport hubs. Attention is given to the possibilities available to the government to safeguard this vital national interest, and to exploring and analysing effective and efficient government-market relations in the various sectors (road, regional public transport, rail, inland shipping, maritime shipping, aviation). Finally, the theme examines the question of how administrative relations between the various tiers of government can be made more effective and efficient.

6. Policy evaluations and assessment frameworks Core theme 6 is concerned with evaluating the effectiveness and efficiency of policy instruments for mobility and transport. The theme covers both ex ante and ex post evaluations (including social cost-benefit analyses – SCBAs) and includes refining and broadening methodologies, with attention to the economic and administrative aspects in which people, profit and planet are integrated. KiM advises the policy directorates on performing evaluations, carries out evaluations itself and can review third party evaluations.

Management team

The KiM management team consists of Jaap de Wit (scientific director), Arjen 't Hoen (deputy director and core theme manager) and Jan van der Waard (core theme manager). Responsibility for the core themes is divided between the core theme managers as listed in the table below.

Core Theme	Responsible MT Member
1. Mobility, accessibility and spatial planning	Jan van der Waard
2. Mobility of groups	Jan van der Waard
3. Sustainable mobility, safety and transition	Arjen 't Hoen
4. Models and data	Jan van der Waard
5. Social importance, the role of government and market organisation	Arjen 't Hoen
6. Policy evaluations and assessment frameworks	Arjen 't Hoen

Relation to the SKIA

The ministry's Strategic Knowledge and Innovation Agenda (SKIA) sets out its strategic research questions, divided into seven topic areas. They have been included in this Work Programme insofar as they relate to KiM's research activities and the policy directorates have specifically requested KiM to investigate them. The SKIA topic areas relate to KiM's core themes as follows.

SKIA topic is addressed specifically in these KiM core themes
A – Dynamic society, governance and decentralisation	5 – Social importance, the role of government and market organisation
B – Financing, revenue models and other market approaches	5 – Social importance, the role of government and market organisation
C – Individualisation and behaviour	1 – Mobility, accessibility and spatial planning 2 – Mobility of groups
D – Area development	1 – Mobility, accessibility and spatial planning 5 – Social importance, the role of government and market organisation
E – Hubs and networks	1 – Mobility, accessibility and spatial planning 4 – Models and data 6 – Policy evaluations and assessment frameworks
F – Sustainable mobility	3 – Sustainable mobility, safety and transition
G – Closing energy, materials and water loops	-

SKIA topics E and F are most closely related to KiM's work. There is less overlap with SKIA topics A, B, C and D.

0.5 About the Work Programme 2014

Preparation and flexibility

Ideas for new projects are prioritised, primarily on the basis of a critical assessment of the urgency of projects to the commissioning departments concerned, and secondarily on the match between the research questions and the pool of knowledge and expertise within KiM and the degree to which a typical KiM product (see section 0.2) can be delivered. This requires agreement with the ministerial departments at various levels. Moreover, the Work Programme is discussed with the Netherlands Environmental Assessment Agency (PBL), the Netherlands Bureau for Economic Policy Analysis (CPB) and the Netherlands Institute for Social Research (SCP). The Work Programme is formally adopted by the secretary-general of the Ministry of Infrastructure and the Environment.

The Work Programme is flexible. Interim adjustments and additions to the Work Programme, for example in response to political and social developments, may lead to amendments to topic areas, a different set of priorities, other forms of implementation and/or to the cancellation of research on certain topics.

Defining topics in 2014

Many research projects and other activities (knowledge at the table) are conducted within the core themes. Some projects and activities focus on a specific policy area and a specific policy directorate, while others are of wider significance for the ministry's policies. The core themes described in section 0.4 give an overall structure to the Institute's work. In addition, for 2014 a number of more specific and defining topic areas have been identified that give more focus to studies within and across the core themes. These topics are listed in the table below, with some projects by way of illustration.

Defining topics	Examples of projects in 2014	Page	Link to KiM core themes
1. ICT and (technical) innovations: Effects and implications	• IenM and the autonomous car	20	1 and 2
	• Effects of flexible working on congestion 2nd phase	21	
	• Social media and mobility	23	
2. Towards a more sustainable mobility system	• Exploratory study for a sustainable public transport system in 2050	26	1, 2 and 3
	• Cross section of exploratory studies for a sustainable mobility system 2050	26	
3. Data: Management and collection	• Mobility Research Panel	30	4
	• Big data: Opportunities and possibilities	31	
4. Changing governance: Decentralisation, marketisation and adaptive policy	• Network quality as a public interest	36	2, 5 and 6
	• Increasing market responsiveness of public transport	37	
	• International comparison of the governance of spatial planning	39	
	• Development of adaptive policy	41	
5. Knowledge and advice on SCBAs	• Supervising and giving second opinions on SCBAs of several defining projects	42	6

Breakdown of research capacity in 2014

Knowledge at the table is an effective, efficient and valued form of knowledge delivery. In 2013, 35% of the research capacity was reserved for knowledge-at-the table (KaT) projects. In 2014 this proportion has been raised to more than 40%. The remaining available capacity will be devoted to research projects and observational reports.

o.6 Explanatory remarks on Chapters 1 to 6

Chapters 1 to 6 of this Work Programme contain descriptions of the projects and activities per core theme.

For each core theme we first describe the subject matter covered and then the topics under investigation. For each topic we first describe the projects (research projects and knowledge at the table), including the ongoing projects from 2013 and the new projects starting in 2014. The following information is given for each project: title, project type (research or knowledge at the table), the commissioning department, project number, expected capacity requirements (large, medium, small¹) and the year quarter in which it is expected to start. This is followed by a brief description of other, small knowledge-at-the-table projects that fall within a core theme topic.

The projects listed in this Work Programme will together require full use of KiM's capacity. This means that while requests submitted after the publication of this Work Programme are welcome, they may lead, in discussion with the relevant commissioning departments, to a reordering of priorities.

¹ In general, the expected capacity requirement for a small project is 0.1 FTE, for a medium project is 0.3 FTE and for a large project is 0.6 FTE.

1

Mobility, Accessibility and Spatial Planning

1.1 Explanation of the core theme

The transport and traffic system is complex. Many factors determine the scale and nature of the demand for mobility of people and goods, including demographic and socio-economic trends, technological developments, computerisation, and spatial planning and urban design. Because specific factors influence the way the demand for mobility and transport are met, these factors also determine the level of accessibility associated with this mobility. For example, technological developments make new forms of transport facilities possible. Understanding the factors determining mobility and accessibility and the interactions between transport and traffic and the physical environment provides pointers to possible policy levers, and thus provides the basic knowledge required for policymaking in the field of mobility and accessibility. The rapid changes in these influential factors make it more important to closely monitor these developments and their consequences for mobility.

The core theme Mobility, Accessibility and Spatial Planning focuses on describing and explaining national and international trends in mobility and transport, and of their consequences for accessibility. This involves reviewing past social developments and implemented policy to explain trends in mobility and accessibility, as well as exploring possible (but in the final instance unknowable) developments in future. The latter can be attempted by developing environmental scenarios to support robust policy development, through the preparation of medium- and long-term outlooks, and by estimating the effects of specific policy options on accessibility.

In all these aspects KiM takes a broad approach to the concept of mobility that encompasses both passenger and freight transport (smart use of networks and smart logistics, both unimodal and multimodal), transport chains and hubs, and the interaction with spatial development and urban planning.

Two topics are central to this core theme:

- The internal linkages within the transport and traffic system and how the system interacts with the surrounding environment
- Accessibility and accessibility policy

The following sections show per topic which concrete activities (research projects and knowledge at the table) KiM will be undertaking in 2014 to provide answers to the research questions that have been formulated in dialogue with the policy directorates.

1.2 The internal linkages within the transport and traffic system and how the system interacts with the surrounding environment

The knowledge activities in this area involve describing the system in the past, present and future and explaining actual developments in mobility and the consequences for accessibility. Besides the functioning of the transport system, the focus of these studies is on gaining insight into the relevant actual and/or expected developments in the factors influencing the transport system. Early recognition of possible developments allows policymakers to anticipate potential negative consequences and develop adaptive strategies. In this respect, there is also a relation with core themes 4 (regarding model development) and 6 (regarding policy instruments and assessment frameworks).

Projects

DGB Strategy Unit

Research project, BR1401, large, starting first quarter

Mobility Report 2014

The purpose of the annual Mobility Report is to provide objective (background) information to policymakers, researchers, politicians and organisations active in the field of transport and traffic. The publication reviews the current state of mobility in the Netherlands. In addition to a description of the trends in mobility, the report gives explanations for the growth in passenger and goods transport. It therefore provides input to the development of policy and for the public debate about mobility in general. Any specific topics to be highlighted will be identified in consultation with the policy directorates.

DGB Civil Aviation Department

Research project, OG1204, medium, ongoing

Factors influencing demand at regional airports

In recent years the regional airports have seen a rapid increase in their market share, a trend that can also be seen in other countries. This growth is clearly associated with the rise of low-cost airlines like Ryanair, but other factors also play a part. This project will investigate which factors determine the use of nationally significant regional airports. Because, in the final instance, consumer preferences are decisive, the research will examine travel behaviour and airport choice by Dutch aviation consumers (including their use of Amsterdam Airport Schiphol). The study will also examine the use of airports over the border.

DGB Civil Aviation Department

Knowledge at the Table, BR1315, medium, ongoing

Governance of regional airports

Regional governments have a major influence on the role and function of regional airports. They are also responsible for weighing up the economic and accessibility benefits against the costs (particularly noise disturbance). This project examines the part played by regional governments. The study will investigate the decisions these authorities come to and the circumstances and considerations influencing these decisions. International practices will be explored in an Airneth meeting.

DGB Maritime Affairs

Research project, BR1402, medium, starting first quarter

Insights into relevant trends around Dutch seaports

The Netherlands has been in the grip of the financial and economic crisis for five years now. Few people foresaw such a structural dip in global trade and in the Dutch economy. In order to develop a robust policy response it is important to obtain and maintain a thorough understanding of developments at home and abroad. KiM will record and analyse the specific trends of relevance to the development of policy for the Dutch seaports. The central question is what influence future regional as well as national and international developments will have on the position of the Dutch seaports. Examples include a shortage of land in Rotterdam, Vlissingen as a satellite versus further deepening of the Western Scheldt estuary, and the position of Antwerp/Zeebrugge. to collate existing knowledge and obtain further insights.

DGB Roads and Traffic Safety (other departments involved: DGB Strategy Unit, DGRW Spatial Development)

Knowledge at the Table, BB1201, medium, ongoing

Instruments for accessibility policy via spatial planning

Car traffic can be reduced by spatial planning measures such as concentrating services in central locations around existing public transport stations (the 'A locations' of earlier policy), in combination with parking restrictions. Locating major new housing developments on the edges of cities (the 'Vinex' sites), on the other hand, can lead to more traffic congestion. Conversely, building new transport infrastructure (roads and public transport) has an effect on the spatial behaviour of people and businesses. As a consequence of the 'new' mobility thus stimulated, the accessibility of some locations may be reduced and bottlenecks may be created in the transport system. KiM is preparing a report based on a literature study which will draw on past experiences and foreign examples to show how this interaction between spatial planning, mobility and accessibility works. Which principles, derived from both the spatial planning system and the transport system, have a greater or lesser beneficial influence on accessibility?

DGB Strategy Unit

Knowledge at the Table, OG1210, medium, ongoing

Updating long-term scenarios

In 2013 the Netherlands Bureau for Economic Policy Analysis (CPB) and PBL Netherlands Environmental Assessment Agency completed their Horizon Scan study on Welfare, Prosperity and Quality of the Living Environment (*Horizonscan Welvaart en Leefomgeving*). A new scenario study is planned for 2014 to make a more in-depth analysis and refine the insights obtained thus far. In the first instance, CPB will develop several macro scenarios, after which CPB and PBL will cooperate on developing scenarios for specific sectors, including a spatial differentiation. KiM is supporting the IenM policy directorates in supervising these studies by providing input to the project on the topic of passenger and goods transport.

DGB Strategy Unit

Knowledge at the Table, BR1329, small, ongoing

Meta-analysis of public transport time elasticities

There is no up-to-date information for the Netherlands on the sensitivity of the use of public transport to changes in journey times. KiM is conducting a limited meta-analysis based on elasticities from national and international sources, relating these elasticities as far as possible to the context within which they were determined. This will generate insights into the margins of public transport time elasticities and the degree to which various situational factors (time of day, type of relation, etc.) influence those margins. The outcome will be used to develop an assessment framework for the sensitivity of national and regional models.

DGB Strategy Unit

Knowledge at the Table, BR1304, small, starting first quarter

Refinement of the Quick Scan of Policy Aspects of the Logistics Top Sector

In the 2012 project 'Quick scan of policy aspects of the Logistics Top Sector', KiM made a global analysis of the effects of the action agenda for the Logistics Top Sector (*Partituur Topsector Logistiek*) on the objectives of the Ministry of Infrastructure and the Environment. In this follow-up activity, KiM will provide the Directorate-General for Mobility and Transport with knowledge at the table to support the development of logistics policy. Where should this top sector focus its efforts (within its own action agenda) to generate maximum/optimum positive spin-off for social objectives (accessibility, liveability and safety)? KiM's contribution may consist of adapting the quick scan in order to gain deeper insights.

DGMI International Affairs

Knowledge at the Table, OG1208, small, ongoing

Contribution to IenM Horizon 2020 team

Horizon 2020 is the name of the new EU framework programme. The transport related part of Horizon 2020 is the Strategic Transport Technology Plan. A portfolio team in the Ministry of Infrastructure and the Environment is working to influence the content of that part of the research programme that is of relevance to the ministry. KiM is providing knowledge-at-the-table input to this portfolio team.

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities related to this topic within the core theme. The emphasis in these activities is on answering questions on national and international trends in mobility and accessibility and on social trends associated with mobility, as well as participating in the supervision of contract studies on behalf of the ministry. Examples are the annual analysis of the short-term forecast of freight transport by Panteia, a research and policy consultancy, support to ongoing studies on freight corridors for the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT), participating in the feedback group for the PBL project 'Infrastructure and Urbanisation', contributing to projections for future chlorine transport and alternatives, and investigating the transportation consequences of the large-scale introduction of LNG as a transport fuel.

1.3 Accessibility and accessibility policy

A primary objective of national transport and traffic policy is to improve accessibility, and this is the subject of this topic within the core theme. The focus is on the development and application of knowledge for operationalising the concept of accessibility. It includes further translating the concept of accessibility into viable and effective indicators for use in the policymaking process and for gaining a deeper understanding of specific aspects of accessibility, such as comfort and journey time reliability.

The core theme also addresses the issue of how accessibility can be improved by adapting the transport and traffic system and various aspects of the physical structure of surrounding areas. Besides research to identify points of leverage for new policy, this topic also looks at assessing the effects on the accessibility objectives of the broad range of policy options for the five strategies in the Accessibility Agenda (Innovate, Invest, Maintain, Inform and Design).

Projects

DGB Public Transport and Rail

Knowledge at the Table, BR1403, small, starting first quarter

Assessment of the initial approach in Value of Time for Cycling in the Netherlands

Bicycles play an increasing role in multimodal travel, but so far there has been no assessment framework for cycle facilities. The first step towards creating such an assessment framework was the development for the Directorate-General for Mobility and Transport (DGB) of the 'webtool for bicycle SCBA'. Based on Swedish research, it has been decided that the initial approximation for the value of time (VoT) for the bicycle in this tool will be the average VoT for the car. The 'actual' bicycle VoT is likely to be higher than the car VoT. To obtain a good idea of the VoT for the bicycle, a limited practical study will be done of cyclists, from which a workable estimate can be made of the Dutch bicycle VoT, which in turn can be compared with the car VoT. This comparison will be used to decide whether or not to make a more detailed determination of the bicycle VoT.

DGB Public Transport and Rail

Research project, BB1106, medium, ongoing

Quality needs of the modern public transport passenger

Public transport policy is becoming increasingly oriented towards the needs of the passenger. But who is the modern potential public transport user? What do social trends mean in terms of potential user groups? What demands do potential user groups make and how do these translate into quality requirements? How can such factors be better integrated into the current system of policy-driven contract financing? KiM will provide an initial review based on existing knowledge. Any knowledge gaps will then be plugged by carrying out further research.

DGB Public Transport and Rail

Research project, BR1404, medium, starting first quarter

Explanatory analysis of sluggish growth in rail freight transport

In the aftermath of the credit crisis rail freight transport in the Netherlands has not been able to grow enough to keep pace with other transport modes and the seaports. To obtain insights into possible points of leverage for supporting policies, it will be necessary first to obtain a clear picture of the causes of this fall-off in competitiveness. An initial analysis based on cost comparisons was made by the Royal Dutch Transport Federation (KNV) in its 'rail offensive plan' (*Aanvalsplan Spoor*). Building on this, KiM will carry out a literature study of developments abroad and make an empirical analysis to assess the possible causes of the poor competitive position of rail freight.

DGB Public Transport and Rail

Research project, BR1405, medium, starting second quarter

Estimating the effects of policy measures on public transport reliability

The possibilities for estimating the effects of policy measures on the reliability of travel times remain limited. In 2013 the LMS-BT (National Model System, Reliability module) was upgraded in order to deliver better information on such effects for road traffic. The benefits of improved reliability for all other modalities cannot yet be quantified in the CBA. This project is a first step towards making a rough assessment of these effects. Cooperation will be sought with other organisations, including PRORAIL, CPB and TU Delft (Niels van Oort). Knowledge may also be obtained from relevant US Transportation Research Board's Strategic Highway Research Program (SHRP2) research projects. The aim is to link information to the assessment framework for optimising the rail transport system.

DGB Roads and Traffic Safety

Knowledge at the Table, BB1112, small, ongoing

Review of the evaluation method for the Traffic Management Trial Amsterdam

The goal of the Traffic Management Trial Amsterdam (*Praktijkproef Amsterdam*, PPA) is to investigate the degree to which network-wide coordinated traffic management measures can improve the utilisation of the road network in the Amsterdam region. It is a joint project between central government and the regional and local authorities. The trial will run for about three years. KIM's role is to review the ex ante and ex post evaluations of this trial for DGB Roads and Traffic Safety. Each review contains an independent scientific judgment on the evaluation methods to be used and on the results of the evaluations.

DGB Roads and Traffic Safety

Knowledge at the Table, BR1322, small, ongoing

Trend forecast for NSL and SWUNG

For the annual update of the monitoring instruments of the National Cooperation Programme on Air Quality (NSL) and the cooperative programme on implementing new noise policy (SWUNG) there is a need for a medium-term trend forecast of changes in road traffic volumes. DGB Roads and Traffic Safety asked KIM to make these annual forecasts as an input to the update of the monitoring instruments.

DGB Roads and Traffic Safety (other department involved: DGB Strategy Unit)

Knowledge at the Table, BR1410, medium, ongoing

Application of a broader perspective on transport mobility strategies in MIRT studies

The Ministry of Infrastructure and the Environment has started seven MIRT studies to experiment with the broad range of policy options (Invest, Innovate, Maintain, Inform and Design). The working method for the projects is being worked up by the Directorate-General for Mobility and Transport. This will involve setting up and employing an 'Information Profile', designing a standard working method, organisational structure, etc. The main role for KIM is the delivery of knowledge at the table for the development of the 'Information Profile'.

DGB Roads and Traffic Safety

Research project, BR1406, small, ongoing

IenM and the autonomous car

DAVI, the Dutch Automated Vehicle Initiative, is a cooperative venture involving among others TNO, TU Delft and the government road transport agency RDW. DAVI's aim is to make automated driving feasible and suitable for use in a broad range of settings. Within the Ministry of IenM, DGB Roads and Traffic Safety is involved in this initiative. Coupled with this DGB involvement, KiM is providing a knowledge input with a focus on the possible changes in the transport system at different penetration rates of driverless cars in the national car fleet and the possible consequences of this for government policy.

DGB Infrastructure Efficiency Programme

Research project, BR1328, medium, ongoing

Effects of flexible working on congestion – 2nd phase

As yet, little is understood about how widespread flexible working is in the Netherlands and its effects on mobility and congestion. In 2013 KiM was able to make an initial analysis based on the available data on one aspect of flexible working: the degree of 'teleworking'. The goal of this project is to expand this analysis, through specific data collection, so that it will be possible to determine what the effects of all aspects of flexible working will be on mobility and congestion in future. This will enable the effects of flexible working, as one of the relevant factors influencing the development of congestion, to be described and quantified with greater accuracy.

DGMI International Affairs

Knowledge at the Table, BB1204, small, ongoing

Contribution to IenM TEN-T policy team

KiM is contributing to the ministry-wide TEN-T policy team with knowledge at the table on infrastructure planning, transport development and appraisal methods. KiM may be asked to assist with assessing new applications for TEN-T subsidies.

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities for this topic within the core theme. The emphasis in these activities is on answering questions on the accessibility effects of policy interventions and supervising external research projects on the effects of policy options.

1.4 Project overview table

Department	Title	Number	Project Type	Start	Size
DGB Strategy Unit	Mobility Report 2014	BR1401	Research project	First quarter	large
DGB Civil Aviation Department	Factors influencing demand at regional airports	OG1204	Research project	Ongoing	Medium
DGB Civil Aviation Department	Governance of regional airports	BR1315	Knowledge at the Table	Ongoing	Medium
DGB Maritime Affairs	Insights into relevant trends around Dutch seaports	BR1402	Research project	First quarter	Medium
DGB Roads and Traffic Safety	Instruments for accessibility policy via spatial planning	BB1201	Knowledge at the Table	Ongoing	Medium
DGB Strategy Unit	Updating long-term scenarios	OG1210	Knowledge at the Table	Ongoing	Medium
DGB Strategy Unit	Meta-analysis of public transport time elasticities	BR1329	Knowledge at the Table	Ongoing	Small
DGB Strategy Unit	Refinement of the Quick Scan of Policy Aspects of the Logistics Top Sector	BR1304	Knowledge at the Table	First quarter	Small
DGMI International Affairs	Contribution to IenM Horizon 2020 team	OG1208	Knowledge at the Table	Ongoing	Small
DGB Public Transport and Rail	Assessment of the initial approach in Value of Time for Cycling in the Netherlands	BR1403	Knowledge at the Table	First quarter	Small
DGB Public Transport and Rail	Quality needs of the modern public transport passenger	BB1106	Research project	Ongoing	Medium
DGB Public Transport and Rail	Explanatory analysis of sluggish growth in rail freight transport	BR1404	Research project	First quarter	Medium
DGB Public Transport and Rail	Estimating the effects of policy measures on public transport reliability	BR1405	Research project	Second quarter	Medium
DGB Roads and Traffic Safety	Review of the evaluation method for the Traffic Management Trial Amsterdam	BB1112	Knowledge at the Table:	Ongoing	Small
DGB Roads and Traffic Safety	Trend forecast for NSL and SWUNG	BR1322	Knowledge at the Table:	Ongoing	Small
DGB Roads and Traffic Safety	Application of a broader perspective on transport mobility strategies in MIRT studies	BR1410	Knowledge at the Table:	Ongoing	Medium
DGB Roads and Traffic Safety	IenM and the autonomous car	BR1406	Research project	Ongoing	Small
DGB Infrastructure Efficiency Programme	Effects of flexible working on congestion – 2nd phase	BR1328	Research project	Ongoing	Medium
DGMI International Affairs	Contribution to IenM TEN-T policy team	BB1204	Knowledge at the Table:	Ongoing	Small



2

Mobility of Groups

2.1 Explanation of the core theme

People travel because they have to or because they want to do different things in different places; goods are transported so that they can be used elsewhere. Personal mobility behaviour, goods transport and the choices behind travel behaviour differ between groups in society. Describing and explaining these differences in mobility behaviour throws up important insights for making policy, which must increasingly differentiate between different groups in society in order to be effective.

The core theme Mobility of Groups is about the mobility of specific groups, the autonomous and induced trends in mobility behaviour of these groups and the underlying factors that explain these trends. The underlying factors provide not only explanations, but also offer possible pointers for policy development.

Projects

DGB Roads and Traffic Safety (other department involved: DGB Infrastructure Efficiency Programme)

Research project, MG1401, medium, starting second quarter

The use of 'new' one-person vehicles

In mobility outlooks, such as the Mobility Report, mobility is usually divided up into the 'big' transport modes 'car', 'train', 'bus, tram and metro', 'moped/bicycle' and 'walking', and a catch-all category of 'other transport modes'. The question is whether these often one-person vehicles, such as scooters, electric scooters, microcars and the e-bike, no longer require a specific policy response. KiM will carry out a foresight study, which will also consider information on developments abroad.

DGB Infrastructure Efficiency Programme

Research project, MG1301, medium, ongoing

Social media and mobility

What influences do social media have on how specific social groups keep in touch (digital versus physical contact)? What are the consequences of such social trends for the mobility behaviour of specific groups? Do these developments make specific demands on the mobility system? The objective of this study is to answer these questions and identify possible policy leverage points. Cooperation with the Netherlands Institute for Social Research (CSP) may be sought for this project.

DGB Roads and Traffic Safety

Research project, MG1302, medium, starting first quarter

Role of travel information in road traffic

Developments in ICT mean that there is now a large amount of travel information available to car drivers, and the range and type of information will probably increase further in future. Providing *Information* has been identified as one of the five potential policy options. But how do the various groups of 'mobilists' make use of travel information? In this project KiM intends to collate existing knowledge and obtain further insights.

DGB Strategy Unit (other department involved: DGB Roads and Traffic Safety)

Research project, MG1402, medium, starting first quarter

Shift from car ownership to car use among the young

The 'sharing economy' is still in its infancy, but is expanding rapidly. It can potentially have a massive effect on the automobile industry. More and more people hire or share a car, or car pool. This exploratory literature review will focus initially on young adults, including their specific preferences for type of car, but KiM will also look into possible lessons from other domains. The role of the internet will also be examined. New digital technologies make it much easier to hire, borrow and share cars. Collaboration with the SCP on this study may give it an extra impetus.

DGB Strategy Unit

Research project, MG1403, medium, starting second quarter

Walking and cycling as part of the transport and traffic system

What role do walking and cycling (also known as 'active modes') play in the total mobility system and how can changes in this role make an active contribution to achieving national policy objectives? The aim of the project is to draw up a state-of-the-art overview of the role of active modes, based on our own data analysis, with a view to identifying and describing potential leverage points for central government policy.

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities related to this core theme. In these activities the emphasis is often on identifying and describing developments in the mobility behaviour of specific groups in relation to the characteristics of these groups.

2.2 Project overview table

Department	Title	Number	Project Type	Start	Size
DGB Roads and Traffic Safety & DGB Infrastructure Efficiency Programme	The use of 'new' one-person vehicles	MG1401	Research project	Second quarter	Medium
DGB Infrastructure Efficiency Programme	Social media and mobility	MG1301	Research project	Ongoing	Medium
DGB Roads and Traffic Safety	Role of travel information in road traffic	MG1302	Research project	First quarter	Medium
DGB Strategy Unit & DGB Roads and Traffic Safety	Shift from car ownership to car use among the young	MG1402	Research project	First quarter	Medium
DGB Strategy Unit	Walking and cycling as part of the transport and traffic system	MG1403	Research project	Second quarter	Medium



3

Sustainable Mobility, Safety and Transition

3.1 Explanation of the core theme

This core theme is about sustainable mobility and mobility-related safety aspects. It includes the consequences for the liveability and safety of the current mobility system (and the leverage points for policy intervention) as well as the development of a more sustainable and safer mobility system in future. The core theme contributes to issues of importance to the ministry, such as reducing dependence on oil, the introduction and use of sustainable fuels, reducing greenhouse gas and other polluting emissions, and traffic safety. These issues are the subject of intense policymaking activity in both the EU and the Netherlands, such as the SER Energy Agreement of 2013. The research effort in this core theme will be devoted to the transition process: what will a sustainable and safe mobility system look like, what are the problems and obstacles in the transition process, what is the role of government and where can points of policy leverage be found to facilitate this transition?

In this core theme the concept of 'sustainability' is interpreted in a broad sense. It relates to all aspects of the living environment, such as land use, nature, air quality, climate change and noise. In fact, safety also falls under the broad approach to sustainability mentioned above. This is explicitly mentioned in the title of the core theme - perhaps unnecessarily - because the term sustainability is often associated only with environmental issues.

Projects in this core theme are grouped under the following topics:

- Consequences for the liveability and safety of the current mobility system
- Transition to a more sustainable and safer mobility system

The recent dialogue with the policy directorates has led to the formulation of a number of research questions on these two topic areas. The following sections show per topic which concrete projects (research projects and knowledge at the table) KiM will be undertaking in 2014 to provide answers to these research questions.

3.2 Consequences for the liveability and safety of the mobility system

This topic revolves around the consequences for the liveability and safety of the current mobility system as well as explaining the relevant trends and points of policy leverage for influencing these effects.

Projects

DGB Public Transport and Rail

Knowledge at the Table, DT1401, small, starting first quarter

Mid-term review of 3rd Framework Policy Document on Rail Safety

KiM will provide expert input to the mid-term review of the 3rd Framework Policy Document on Rail Safety and to the further development of the vision on rail safety. Related to this are the policy evaluation on public safety and the security audit which began at the end of 2013.

DGB Roads and Traffic Safety

Knowledge at the Table, DT1402, small, starting first quarter

Input to the 'Risks of electric bicycles' project

KiM will contribute expertise to the 'Risks of electric bicycles' project being carried out by Rijkswaterstaat Water, Traffic and Environment for the Directorate-General for Mobility and Transport.

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities for this topic area within the core theme. Examples are providing expert knowledge for the monitoring of the quality of the maintenance of the rail infrastructure carried out by the Human Environment and Transport Inspectorate (ILT) and for the setting of safety standards.

3.3 Transition to a more sustainable and safer mobility system

This topic within the core theme is about the features of a sustainable and safe mobility system, the obstacles to achieving this and what the government can do to remove these obstacles. In 2014 the series of projects exploring the contours of a sustainable and safe mobility system in 2050 for each of the various sectors will be completed. In addition, various projects (research and knowledge at the table) will be carried out as a follow-up, for example on fuel mix, noise and the revenue potential of the Dutch economy (green growth).

Projects

DGB Public Transport and Rail

Research project, DT1403, medium, starting third quarter

Exploratory study for a sustainable public transport system 2050

What are the possibilities for creating a sustainable mobility system for the public transport and rail sector, what are the obstacles and what policy instruments could be used to remove these obstacles? This study will build on the experiences and knowledge gained by KiM in similar studies on road transport, air transport and the maritime sector. At the same time, a broader exploratory study will be carried out to include alternative systems (such as combinations of personal and collective transport).

DGMI Climate, Air and Noise (other departments involved: DGB Roads and Traffic Safety, DGB Public Transport and Rail, DGB Civil Aviation Department, DGB Maritime Affairs)

Knowledge at the Table, DT1404, medium, starting second quarter

Cross section of exploratory studies for a sustainable mobility system in 2050

The completion of the exploratory study into a sustainable mobility system for the various sectors presents an opportunity to analyse the differences and similarities between the sectors. This will deliver possibilities for the exchange of learning experiences between the sectors. It will also provide a substantive foundation for the cross-sectoral programme being developed by the Directorate-General for Mobility and Transport and DGMI Directorate-General for the Environment and International Affairs. In particular, the approach taken by implementing organisations to reduce CO₂ emissions could be looked at.

DGMI Climate, Air and Noise

Research project, DT1405, medium, starting first quarter

Air quality policy options

The current policy on the effects of the mobility system on air quality consists of EU standards (EU regulations on emissions from new vehicles) and limit values (daily and annual limit values for the concentrations of various substances). Dutch government authorities work with the National Cooperation Programme on Air Quality (NSL). In this project KiM will investigate which policy options for the future will be effective and efficient, taking account of:

- successful or unsuccessful completion of the transition process with electric vehicles, etc.;
- advances in (empirical) understanding about the effects of current policies, for example environmental zones and EU standards;
- possible policy options for the future.

DGMI Climate, Air and Noise

Research project, DT1406, medium, starting first quarter

Role of government in innovation, especially for recharging/refuelling infrastructure for alternative fuels and for sustainable mobility trial projects

The role of government involvement in innovation is often shaped by past involvement and does not necessarily meet the requirements of new developments and visions. In this study KiM will investigate the possible roles for government and their advantages and disadvantages. These will be applied to the development of recharging/refuelling infrastructure for alternative fuels and for sustainable mobility trial projects. The project will provide an input to the overview of all current innovation regulations and investments agreed to by the ministry under the SER Energy Agreement.

DGMI Climate, Air and Noise

Knowledge at the Table, DT1306, small, ongoing

Fuel mix strategy

The SER Energy Agreement contains a provision that the parties will produce a shared overall strategy concerning the future fuel mix strategy, including opportunities for Dutch leadership. The Directorate-General for the Environment and International Affairs is the lead agency for the development of the strategy. The planned final product is an action plan with concrete actions for the various parties involved.

KiM will contribute to this in the following ways:

- participation in the steering committee responsible for the preparation of technology scenarios;
- contributing ideas for follow-up actions, which will include describing and quantifying the revenue potentials of various scenarios;
- participating in the evaluation of the results of these follow-up actions.

DGMI Climate, Air and Noise

Knowledge at the Table, DT1311, small, ongoing

Green growth and its revenue potential for the Dutch economy

KiM is contributing expertise for the development of concrete options for green growth in the field of sustainable mobility. In this KiM is working with PBL Netherlands Environmental Assessment Agency and will take part in a working group on this topic set up by the Ministry of Infrastructure and the Environment and the Ministry of Economic Affairs. In this capacity, KiM will also respond to the study by Cambridge Econometrics on the revenue potential for the Netherlands of tightening up CO₂ emission standards for vehicles.

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities related to this topic within the core theme. An example is contributing ideas on how accessibility, sustainability and safety considerations can be put on a more equal footing when preparing the Multi-Year Plan for Infrastructure, Spatial Planning and Transport. Another example is examining the relation between research into people's perception of noise and noise standards derived from physical aspects.

3.4 Project overview table

Department	Title	Number	Project Type	Start	Size
DGB Public Transport and Rail	Mid-term review of 3rd Framework Policy Document on Rail Safety	DT1401	Research project	First quarter	Small
DGB Roads and Traffic Safety	Input to the 'Risks of electric bicycles' project	DT1402	Knowledge at the Table:	First quarter	Small
DGB Public Transport and Rail	Exploratory study for a sustainable public transport system 2050	DT1403	Research project	Third quarter	Medium
DGMI Climate, Air and Noise DGB Roads and Traffic Safety, DGB Public Transport and Rail, DGB Civil Aviation Department, DGB Maritime Affairs	Cross section of exploratory studies for a sustainable mobility system in 2050	DT1404	Knowledge at the Table:	Second quarter	Medium
DGMI Climate, Air and Noise	Air quality policy options	DT1405	Research project	First quarter	Medium
DGMI Climate, Air and Noise	Role of government in innovation, especially for recharging/refuelling infrastructure for alternative fuels and for sustainable mobility pilot projects	DT1406	Research project	First quarter	Medium
DGMI Climate, Air and Noise	Fuel mix strategy	DT1306	Knowledge at the Table:	Ongoing	Small
DGMI Climate, Air and Noise	Green growth and its revenue potential for the Dutch economy	DT1311	Knowledge at the Table:	Ongoing	Small



4

Models and Data

4.1 Explanation of the core theme

The quality of answers to just about every research question in the field of transport and traffic depends on the quality of the underlying data. The quality of data on historical and current trends in transport and traffic depends on standard data collection procedures, and the quality of data relating to future developments depends on the models used to generate those data.

KiM has extensive knowledge of the available pools of data, data collection methods and transport and traffic models, and can use this knowledge to support policymaking by articulating the need for models and data collection relevant to mobility and transport policy. At the same time, KiM is able to assist the policy process, and on occasions the Human Environment and Transport Inspectorate (ILT), with the development and use of policy indicators for monitoring strategic policy objectives.

KiM only occasionally compiles data on mobility and accessibility itself (except for specific projects) and does not develop or manage transport and traffic models. To provide the policy directorates with new information and insights, KiM therefore relies on standard data collection and model development and management by other organisations, such as Statistics Netherlands (CBS) (mobility and freight transport), Rijkswaterstaat Centre for Transport and Navigation (RWS-DVS) (traffic data, models), the National Data Warehouse for Traffic Information (NDW) (traffic data), TNO (models), universities (ad hoc data collection and models) and private organisations (ad hoc data collection and models). Making such data available for processing and analysis is a key activity within the core theme.

Two topics are central to this core theme:

- Basic information about mobility and accessibility
- Transport and traffic models

The following sections show per topic which concrete activities KiM will be undertaking in 2014 to provide answers to the research questions identified by the policy directorates.

4.2 Basic information about mobility and accessibility

This topic within the core theme concerns standard data collection in the field of mobility and accessibility, with the sharpest possible focus on information needed for the monitoring and evaluation of mobility and transport policy. The information requirements for policymaking (and therefore for KiM) are determined directly by existing and potential indicators for monitoring strategic policy objectives. Interaction is clearly an issue here, because information demands are often limited by the availability of suitable data and the possibilities for and constraints on data collection. KiM's knowledge and expertise on data collection and modelling methods is used to translate policy information needs into the continuous and improved collection and processing of data. These data are not collected by KiM itself, but by organisations such as Statistics Netherlands (CBS) and Rijkswaterstaat Centre for Data and ICT (RWS-DID) and Water, Traffic and Environment (RWS/WVL). Conversely, KiM can play a role in 'translating' the available data into policy-relevant information.

Projects

DGB Strategy Unit

Research project, DM1102, large, ongoing

Mobility Research Panel

Increasing attention is being given in transport and traffic policies to the behaviour of specific target groups in society. Accordingly, there is a growing demand for insights into the trends in the mobility of specific target groups over time and into the effects on mobility behaviour of changing circumstances among individuals and groups (changes in family composition, moving house, etc.). In 2012 KiM started a longitudinal mobility study, which will last at least four years, to obtain this type of information and understanding. The project will be implemented in cooperation with Goudappel Coffeng and the University of Twente, and with the involvement of Rijkswaterstaat Water Traffic and Environment (RWS/WVL) and PBL. The first wave of survey data was collected in the autumn of 2013. A report on this will be produced early in 2014. The second wave survey will be conducted in the autumn of 2014.

DGB Civil Aviation Department

Knowledge at the Table, DM1302, small, ongoing

Information on international travel behaviour of Dutch nationals and travel behaviour of foreign nationals in the Netherlands

From previous analyses of international travel behaviour carried out for the Mobility Report it has become apparent that existing data collections provide only limited possibilities for compiling an integrated picture of international mobility, including both the mobility of foreign nationals making use of the Dutch transport infrastructure and the mobility of Dutch nationals abroad. The aim of this project is to obtain an initial insight into the size of the above-mentioned market segments and to identify and define what it may be relevant to know for the different policy processes. Those aspects which prove to be highly relevant will then be investigated to determine how these specific data needs can be met in future.

DGB Civil Aviation Department

Research project, Eg28, small, ongoing

Factsheet aviation data

The aviation data factsheet provides an annual overview of trends in traffic at Amsterdam Airport Schiphol and other (competing) airports. The airports covered are the Dutch regional airports, the major North-West European hubs and a number of Belgian and German airports that serve part of the Dutch market. The trends in global aviation are also presented for reference purposes. The factsheet is purely informative.

DGB Strategy Unit

Knowledge at the Table, DM1301, medium, ongoing

Support for operationalising the SVIR accessibility indicator

The National Policy Strategy for Infrastructure and Spatial Planning (SVIR) includes the new accessibility indicator. In the 2011 project 'Accessibility: An alternative view', KiM provided an input to the choice of indicator and since then KiM has supported its further development by the Directorate-General for Mobility and Transport (DGB) with knowledge-at-the-table activities. However, the indicator has not yet been fully operationalised and the intention is to complete this in 2014. The indicator should then be fully developed for use in monitoring and in area-based policy initiatives. KiM is assisting DGB by providing knowledge at the table for these activities.

DGB Strategy Unit

Knowledge at the Table, DM1106, medium, ongoing

Contribution to the Infrastructure and Spatial Planning Monitor

In 2012 PBL Netherlands Environmental Assessment Agency started monitoring spatial planning and mobility policy, in cooperation with KiM. This Infrastructure and Spatial Planning Monitor (MIR) covers the 13 national interests set out in the National Policy Strategy for Infrastructure and Spatial Planning (SVIR). The information is used to report to the House of Representatives once or twice a year on progress made with the policy. For DGB, KiM supplies knowledge-at-the-table information on mobility and accessibility to PBL for use in the MIR and ensures the information it contains is aligned with and complements the Mobility Report (see Mobility Report 2014; BR1401). The core element of KiM's contribution is the further development and refinement of the accessibility indicator (see the project 'Support for operationalising the SVIR accessibility indicator'). In the baseline assessment for the MIR (2012) this indicator is proposed only for car transport based on MON data 2004–2009. The next MIR should also include trends in accessibility via public transport. In addition, the aim is to make use of actual measured travel speeds, instead of reported speeds, for both the car and public transport.

DGB Strategy Unit

Research report / Knowledge at the Table, DM1401, medium, starting first quarter

Big data: Opportunities and possibilities

New technologies and systems are creating new opportunities for the automated collection of large amounts of data on the mobility of people and goods: mobile telephony, Galileo global navigation satellite system, route planners, chip/smart cards. However, the question is what these data will allow us to do and in what timeframe, in terms of their use for policy analysis and/or monitoring. KiM will make a state-of-the-art overview to provide background knowledge for ongoing and future discussions on the need for and availability of transport and traffic data.

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities related to this topic, in which the emphasis is on delivering expertise on the content and nature of existing statistical databases and data collections. Examples are participating in the supervision of monitoring projects contracted out by the ministry, such as the Integrated Maritime Monitor and the Logistics Monitor.

4.3 Transport and traffic models

Transport and traffic models make an important input to the development of policy. In ex ante evaluations of policy measures the policy effects of interest are almost always revealed by using models. These models are continually being adjusted in the light of new information, understanding and technical advances. Over the past few decades this innovation process has been driven largely by two, partly conflicting, objectives: on the one hand, the need for comprehensive information that meets the needs of current policy questions, and on the other hand the scientific desire to describe the world as accurately as possible. Over the past decade these developments have led to problems with using models in the policy process because the information supplied is, in a certain sense, too complex. This has increased the chances of mistakes occurring, and thus adds to the vulnerability of the policymaking process. A rigorous quality control mechanism is needed because the existing models apparently do not match the policy requirements well enough. The challenge for the future is to find better ways of interpreting model outcomes in the policy process. In previous research, KiM has concluded that if the models are to remain workable in future, they will have to be improved and be subjected to better quality assurance procedures, and the outcomes will have to be presented more effectively. KiM does not intend to develop and manage models itself (except for simple models to be used in the production of the Mobility Report and the Medium Term Outlooks (MLTs)). However, KiM does have extensive knowledge of the available models and modelling techniques as well as knowledge of the policy process, and can use this knowledge to stimulate the development of models and data collection relevant to mobility and transport policy. At the same time, KiM can assist the policymaking process by translating specific information needs (both substantive and process-related) into model development criteria.

Projects

DGB Strategy Unit

Knowledge at the Table, DM1106, medium, ongoing

Support for the Integration and Governance Models project

In the DGB project 'Integration and governance models' KiM is working to improve the steering of mobility and accessibility model development, in part based on recommendations made in the 'Governance models' project conducted by KiM in 2010. The focus is on structuring the relevant information needs for various policy processes, the modelling tools needed to do this, and the development of improved governance processes for developing and using these instruments. KiM is supporting the design of the steering mechanism, determining the new information needs and translating these into modelling criteria by providing knowledge at the table for various ongoing projects within DGB.

DGB Strategy Unit

Knowledge at the Table, DM1107, large, ongoing

Model development for MLT

For the Mobility reports 2011, 2012 and 2013 the Medium Term Model (MLT model) was used to make forecasts of road traffic and congestion on the trunk road network for a period of up to five years. The aim of this project is to update the available forecasting methods, also referred to as the MLT model, and make them suitable for obtaining the desired spatial differentiation and in-depth analyses. In 2012 and 2013 several improvements were made to the model regarding the relation between mobility and congestion. A broader range of improvements to update the model are planned for 2013 and 2014. At the same time, KiM is looking into possibilities for improving the available aviation and freight transport forecasting models.

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities related to this topic. The emphasis in these activities is on answering questions about the content and nature of existing national and international models, and participating in steering groups on model development and application projects within the ministry.

4.4 Project overview table

Department	Title	Number	Project Type	Start	Size
DGB Strategy Unit	Mobility Research Panel	DM1102	Research project	Ongoing	large
DGB Civil Aviation Department	Information on international travel behaviour of Dutch nationals and travel behaviour of foreign nationals in the Netherlands	DM1302	Knowledge at the Table:	Ongoing	Small
DGB Civil Aviation Department	Factsheet aviation data	E928	Research project	Ongoing	Small
DGB Strategy Unit	Support for operationalising the SVIR accessibility indicator	DM1301	Knowledge at the Table:	Ongoing	Medium
DGB Strategy Unit	Contribution to the Infrastructure and Spatial Planning Monitor	DM1113	Knowledge at the Table:	Ongoing	Medium
DGB Strategy Unit	Big data: Opportunities and possibilities	DM1401	Research project / Knowledge at the Table	First quarter	Medium
DGB Strategy Unit	Support for the Integration and Governance Models project	DM1106	Knowledge at the Table:	Ongoing	Medium
DGB Strategy Unit	Model development for MLT	DM1107	Knowledge at the Table:	Ongoing	Large



5

Social Importance, the Role of Government and Market Organisation

5.1 Explanation of the core theme

The coalition agreement of Prime Minister Mark Rutte's second government talks of the critical importance of infrastructure and accessibility to the Dutch economy. The government will promote the development of the mainports of Schiphol and Rotterdam because they are of vital importance to the Dutch economy. They will be given more room to grow, and ongoing efforts are being made to provide a good living and working environment. The coalition agreement also emphasises a compact, strong and service-oriented government, which requires a clear demarcation of tasks and responsibilities.

These themes from the coalition agreement have increasingly come under the spotlight over recent years, which has led to an increase in the number of research questions to KiM in this area. How important are mobility and transport? Are they only important for the economy, or is there also a social and cultural component? What is the function of the major transport hubs, such as the mainports? To what extent should government facilitate their functioning, and what can better be left to market players? What instruments does government have at its disposal? How can the government bring about an effective and efficient market organisation? And how can the public roles and tasks be allocated astutely across the various tiers of government?

This core theme addresses this broad pallet of questions. This core theme is broken down into the following topics:

- The social importance of mobility and transport, and especially of the mainports
- The role of government and market organisation
- Relations between the tiers of government

The recent dialogue with the policy directorates has led to the formulation of a number of research questions on these four topic areas. The following sections show per topic which concrete projects (research projects and knowledge at the table) KiM will be undertaking in 2014 to provide answers to these research questions.

5.2 The social importance of mobility and transport, and especially of the mainports

The key question in this topic is how we can provide reliable quantitative evidence of the importance of mobility, transport and infrastructure to the social and economic development of the Netherlands. The approach we take adheres as far as possible to the broad concept of welfare that is widely used in the field of welfare economics, supplemented with the cultural dimension. Subtopics are the relation between accessibility and economic growth, the importance of the mobility and transport sector (and subsectors) to the economy, the importance of mobility broken down by motive (travel to work, business, social/recreational) and the functioning and importance of mainports, brainports and greenports.

Projects

DGB Civil Aviation Department

Research project, MM1401, medium, starting second quarter

The economic effects of Amsterdam Airport Schiphol

A report on the economic effects of Schiphol was first prepared in 2006. There is now a need to update this report, focusing on several yet to be specified aspects, such as the economic value of transfer passengers compared with origin–destination passengers. The update could also include a number of new topics, such as the economic value of the retail industry at Schiphol and the importance to the industry of the different groups of passengers. KiM might decide to contract out part of the work for this update.

DGB Civil Aviation Department

Research project, MM1402, medium, starting first quarter

The economic value of low-cost carrier operations

Low-cost carrier operations make up about 25% of all intra-European operations. They have improved the accessibility of many smaller and also some larger airports in Europe by adding more destinations, lowering prices and raising flight frequencies. This project will analyse the economic value of these low-cost carrier connections for certain airports, regions and the Netherlands as a whole. An important part of the approach to this study will be enlisting the aid of the Airneth network.

DGB Maritime Affairs

Research project, BM1204, medium, ongoing

Relation between the maritime shipping sector and the maritime cluster

Maritime shipping policy is undergoing an evaluation, which began in 2013 and will continue into 2014. An important question being addressed in the review is to what extent a continuation of the stimulus policy for maritime shipping will be of importance to the maritime cluster. This project analyses the financial and non-financial relations between the maritime shipping sector and the maritime cluster. It also includes knowledge at the table inputs to the evaluation of the policy letter on maritime shipping.

DGB Maritime Affairs

Research project, MM1403, medium, starting third quarter

Effects of the North Pole route on the strategic position of Dutch and other seaports

The 'North Pole route' between Asia and Europe may have an influence on intercontinental cargo flows and thus on the strategic position of Dutch and other seaports. This study will examine the potential importance of this route. Environmental and safety aspects will be included in the study if they have not already been investigated by the International Maritime Organization.

DGB Maritime Affairs

Knowledge at the Table, MM1312, small, ongoing

Supervision of the seaport policy research agenda

The Directorate-General for Mobility and Transport (DGB) has drawn up a research agenda to support the development of the policy on seaports. KiM participates in the supervision of a number of the studies contracted out by DGB and will be assisting with the further specification of the long-term research agenda through knowledge at the table contributions.

DGB Strategy Unit

Research project, MM1404, medium, starting second quarter

Impacts of mobility policy in the regional economic structure

The National Policy Strategy for Infrastructure and Spatial Planning (SVIR) addresses the importance of infrastructure and mobility policy for the economic structure of the regions and the competitiveness of the Netherlands. This study will identify and describe the different ways in which these policies have an impact and estimate the scale of these impacts. The study will be based on a review of the recent literature.

Global description of other small knowledge-at-the-table activities

KiM also regularly carries out small knowledge-at-the-table activities in this topic area. In 2014 these will include ideas for the preparation of a maritime strategy document by the Directorate for Maritime Affairs.

5.3 The role of government and market organisation

This topic is about effective and efficient relations between government and the market. How can public interests be safeguarded and what will be the effects of a shift towards more market liberalisation or, alternatively, to more government intervention? How can government make transport markets work better? How can the government steer semi-public and private organisations in such a way that they contribute to meeting government objectives? Apart from the fundamental tasks of government (such as defining ownership rights), the issue here is the degree to which government can operate as implementer, facilitator and regulator. This topic also includes examination of forms of public-private partnerships and financing mechanisms.

Projects

DGB Civil Aviation Department

Knowledge at the Table, MO1318, medium, ongoing

Network quality as a public interest

A good network quality at Schiphol will bring consumer prosperity, improve attractiveness of the area for businesses, stimulate regional economic growth, etc. Network quality is to an important extent underpinned by the hub operation of a single enterprise with a monopoly in many local markets. Because of this, the interests of consumers, which are served by competition and diversity, are not always compatible with the interests of the hub operation (and thus with part of the network quality). The question then is what would happen if the government left network quality to the market, and what forms of government intervention to stimulate/safeguard network quality could be justified. And finally, what policy instruments would be needed? The infrastructure and environment, economic affairs and finance ministries are preparing a paper on network quality, but any regulation in law will require a deeper analysis. Airneth will make deliver a number of position papers for this deeper analysis in 2013. A decision will then be made on the desirability of holding a meeting on these papers and what analyses are needed.

DGB Civil Aviation Department

Knowledge at the Table, MM1405, medium, starting second quarter

State aid for airports and civil aviation

At the beginning of 2014 the European Commission presented new state aid rules for airports and airline companies. The question is what consequences these rules will have for regional and other airports and airline companies in the Netherlands. How do foreign governments support their airports and can this be classified as state aid under the new rules? An important part of the approach to this study will be enlisting the aid of the Airneth network.

DGB Maritime Affairs

Research project, MM1406, medium, starting second quarter

Crew plans: A comparison between the maritime and inland shipping sectors

In the maritime shipping sector the shipowners are responsible for drawing up crew plans, whereas inland shipping is subject to greater government regulation. This study will focus on whether responsibilities in the inland shipping sector could be delegated in the same way as in the maritime shipping sector. The study will be partly evaluative: what are the advantages and disadvantages of the division of responsibilities in the maritime shipping sector?

DGB Public Transport and Rail

Research project, MO1201, medium, starting third quarter

Increasing market responsiveness of public transport

Central government may be able to make public transport more responsive to the needs of the customer by removing constraints and barriers and by taking measures to facilitate a more market-oriented approach. What measures will have the greatest effect in this transition from a supply-led to a demand-led system? What are the main obstacles that have to be removed in densely populated areas, especially in the transport and real estate markets? What opportunities are there in sparsely populated areas to integrate public transport with contract transport? This project will start after completion of the project 'Quality needs of the modern public transport passenger' (BB1106).

DGB Public Transport and Rail

Research project, MM1407, medium, starting first quarter

Public interests and performance agreements

This study for DGB Public Transport and Rail sets out to identify what we can learn from other sectors (e.g. civil aviation) about striking a balance between public interests, duties of care, policy objectives and associated performance agreements.

DGB Public Transport and Rail

Knowledge at the Table, MM1408, small, starting first quarter

Conditions for effective franchise agreements

KiM will provide expertise for the study into the conditions needed for effective franchise agreements. What is an effective level of detail? What relevant aspects play a role in determining the effectiveness of franchise agreements (e.g. trust)? The study will build on the 'model contract' published by the Transport Knowledge Resource Centre (KpVV) in 2013 and the report by the Authority for Consumers & Markets (ACM) on passenger rail transport, also published in 2013.

DGB Roads and Traffic Safety

Research project, MM1409, medium, starting third quarter

Real costs and benefits of PPP in infrastructure projects

Little is known ex post of the costs and benefits of PPP in infrastructure projects. It is assumed that private sector involvement gives better value for money (e.g. the 'design, build, finance and maintain', or DBFM, contract model), but is this really so? This project will seek to conduct an ex post evaluation based on one or more case studies.

DGB Roads and Traffic Safety

Knowledge at the Table, MM1410, small, starting first quarter

Social effects of SLA performance indicators

The current Service Level Agreements (SLAs) between the ministry's policy directorates and Rijkswaterstaat will be evaluated in 2014. KiM will prepare a memorandum describing how policy objectives for road transport tie in with social effects and how these can be related to the current performance indicators. It will also show how Rijkswaterstaat's output indicators compare with the outcome (in terms of policy objectives). The memorandum will provide an overview and where relevant suggest points for improvement. The memorandum will be strategic in nature; data collection and how Rijkswaterstaat validates the output indicators will not be addressed. In addition, KiM will provide ad hoc knowledge-at-the-table input to the SLA evaluation by the Directorate-General for Mobility and Transport in 2014.

DGB Roads and Traffic Safety

Knowledge at the Table, MM1411, small, starting first quarter

Social priorities for replacement and renovation projects

It is expected that in the near future a large number of engineering structures in the nation's transport infrastructure will be in need of replacement. Unfortunately, the available budget is insufficient to meet these requirements in full. Rijkswaterstaat is currently taking a structured welfare economics approach to this issue for hydraulic engineering structures (VONK replacement project) and flood protection (RINK risk inventory project). However, this is not expected to provide the guidance needed to prioritise the replacement works needed on the road infrastructure which are up for discussion at the beginning of 2014. KiM will prepare a memorandum with practical pointers for ensuring the social effects of these concrete replacement requirements are given the fullest possible consideration (based on simplified assumptions). In addition, KiM will be providing knowledge at the table on an ad hoc basis to help with prioritising the replacement requirements in 2014 by the Directorate-General for Mobility and Transport.

Global description of other small knowledge-at-the-table activities

Within this theme KiM supplies knowledge at the table on various subjects, including market organisation in public transport and the design of transport and management franchises. Another topic is the efficiency of various types of public-private partnerships within a single corridor.

5.4 Relations between the tiers of government

This topic is about how the division of responsibilities and cooperation between the various tiers of government can be designed to be as effective and efficient as possible. Important lessons can be learned from other countries and from other sectors. The topic covers inter-departmental and inter-authority relations within the Netherlands and the consequences of European transport policies for the Netherlands.

Projects

DGRW Spatial Development

Knowledge at the Table, MM1305, medium, ongoing

International comparison of the governance of spatial planning

The policy on decentralising spatial planning set out in the National Policy Strategy for Infrastructure and Spatial Planning (SVIR) is currently being implemented. This must be executed in a way that works in day-to-day practice. Important lessons can be learned from an international comparison of spatial planning governance models. KiM will contribute to this with knowledge-at-the-table input.

Global description of other small knowledge-at-the-table activities

Currently there are no small knowledge-at-the-table activities planned for this topic.

5.5 Project overview table

Department	Title	Number	Project Type	Start	Size
DGB Civil Aviation Department	The economic effects of Amsterdam Airport Schiphol	MM1401	Research project	Second quarter	Medium
DGB Civil Aviation Department	The economic value of low-cost carrier operations	MM1402	Research project	First quarter	Medium
DGB Maritime Affairs	Relation between the maritime shipping sector and the maritime cluster	BM1204	Research project	Ongoing	Medium
DGB Maritime Affairs	Effects of the North Pole route on the strategic position of Dutch and other seaports	MM1403	Research project	Second quarter	Medium
DGB Maritime Affairs	Supervision of the seaport policy research agenda	MM1312	Knowledge at the Table:	Ongoing	Small
DGB Strategy Unit	Impacts of mobility policy in the regional economic structure	MM1404	Research project	Second quarter	Medium
DGB Civil Aviation Department	Network quality as a public interest	MO1318	Knowledge at the Table	Ongoing	Medium
DGB Civil Aviation Department	State aid for airports and civil aviation	MM1405	Knowledge at the Table	Second quarter	Medium
DGB Maritime Affairs	Crew plans: A comparison between the maritime and inland shipping sectors	MM1406	Research project	Second quarter	Medium
DGB Public Transport and Rail	Increasing market responsiveness of public transport	MO1201	Research project	Third quarter	Medium
DGB Public Transport and Rail	Public interests and performance agreements	MM1407	Research project	First quarter	Medium
DGB Public Transport and Rail	Conditions for effective franchise agreements	MM1408	Knowledge at the Table	First quarter	Small
DGB Roads and Traffic Safety	Real costs and benefits of PPP in infrastructure projects	MM1409	Research project	Third quarter	Medium
DGB Roads and Traffic Safety	Social effects of SLA performance indicators	MM1410	Knowledge at the Table	First quarter	Small
DGB Roads and Traffic Safety	Social priorities for replacement and renovation projects	MM1411	Knowledge at the Table	First quarter	Small
DGRW Spatial Development	International comparison of the governance spatial planning	MM1305	Knowledge at the Table	Ongoing	Medium



6

Policy Evaluations and Assessment Frameworks

6.1 Explanation of the core theme

This core theme focuses on ex ante and ex post evaluations of infrastructure and mobility policy and the assessment frameworks required for these evaluations. What are the most effective and efficient policy options for solving problems and exploiting opportunities?

Identifying effective and efficient policy options has been part of KiM's core business since its establishment. In the current climate of budget cuts, arguments for proceeding with infrastructure projects and deploying policy instruments are subject to more critical scrutiny, emphasising the need for transparent assessment frameworks that give extra weight to efficiency and effectiveness. Social cost-benefit analysis (SCBA) is an important assessment method in the field of infrastructure and spatial planning. This is further underlined in the coalition agreement of Prime Minister Rutte's second government. However, SCBA is itself under scrutiny because sometimes too much emphasis is placed on the final balance of costs and benefits and because of questions about the capacity of SCBA to indicate actual progress towards achieving specific policy objectives. These issues require express attention within this core theme.

Three topics are central to this core theme:

- Developing and broadening methodology
- Improving the uptake of insights from assessment frameworks
- Implementing and reviewing evaluations

The recent dialogue with the policy directorates has led to the formulation of a number of research questions on these three topic areas. The following sections show per topic which concrete projects (research projects and knowledge at the table) KiM will be undertaking in 2014 to provide answers to these research questions.

6.2 Developing and broadening ex ante evaluation methodology

KiM's methodological development work is primarily concerned with the questions surrounding cost-benefit analysis. Despite the fact that the OEI method for infrastructure impact assessment has been used for more than 10 years, various aspects are still subject to development. These relate to broadening the applicability of the instrument (for example to area-based projects and for management

and maintenance decisions) and to accommodating the latest insights into the types of effects generated by mobility projects (for example, reliability benefits). Besides methodological development, we aim to devote more attention to examining the position of SCBA within the full range of policy analysis methods.

Projects

DGB Strategy Unit

Research project, EA1402, medium, starting third quarter

Identifying and dealing with uncertainties in SCBAs

An SCBA involves a number of steps (such as describing the baseline alternative and project alternatives, determining the effects, monetarisation of effects). Each step involves some degree of uncertainty, such as possible uncertainties in the values of time used. In this project KiM will analyse these uncertainties to identify the steps in which they are greatest and thus where the need to reduce uncertainties is most urgent in order to generate reliable SCBA outcomes in future. The project will not only cover SCBAs of infrastructure projects, but also SCBAs of other types of measures.

DGMI Safety and Risks

Knowledge at the Table, EA1317, small, ongoing

A considered approach to safety

KiM will prove a knowledge-at-the-table input to the analysis by the Directorate-General for the Environment and International Affairs of the way in which safety issues are appraised within the ministry.

DGRW Regional and Project Development (other department involved: DGB Strategy Unit)

Knowledge at the Table, EA1401, medium, starting first quarter

Development of adaptive policy

In 2013 KiM described how adaptive policy can be applied in the regional agendas. KiM will deliver knowledge at the table to support the use of adaptive policy in the implementation of the Multi-Year Programme for Infrastructure, Spatial Planning and Transport (MIRT). An important topic is the relation with the new approach to accessibility.

Finance, Management and Control (other directorates involved: DGB, DGRW, DGMI, RWS)

Knowledge at the Table, EA1102, small, ongoing

Various generic questions on SCBA methodology

When cost-benefit analyses are conducted, questions arise that are not limited to one particular project and for which an appropriate and consistent solution must be found, in consultation with relevant parties such as the Netherlands Bureau for Economic Policy Analysis (CPB), PBL Environmental Assessment Agency and Rijkswaterstaat Water, Traffic and Environment (RWS/WVL). Work on this project in 2014 may cover topics such as the size of the social discount rate and the risk increment of irreversible effects.

Finance, Management and Control

Knowledge at the Table, EA1321, small, starting third quarter

SCBA of the whole project or the central government component

It is standard practice for SCBAs to look at the effects of the whole project, and therefore to take all the costs of a project into account. The greater the involvement of private parties and other government authorities, the more pressing the question becomes of whether central government should consider the social costs and benefits of the project as a whole or just make an SCBA of its own share of the project.

Global description of other small knowledge-at-the-table activities

Various small knowledge-at-the-table activities are planned for this topic, including on management and maintenance and on the input to the Infrastructure and Spatial Planning Monitor based on the 'Ladder for sustainable urbanisation'.

6.3 Improving the uptake of insights from assessment frameworks

At least as important as developing new knowledge is making sure that the insights already obtained by the research community are actually taken up by the ministry's policy officers. KiM plays a pivotal role in making knowledge about SCBAs and other assessment frameworks ready for use and aspires to continue in this role in future. This includes explaining in understandable terms how SCBA works, as well as presenting and communicating the results of SCBAs of specific projects and programmes.

Concrete projects

Finance, Management and Control (other directorates involved: DGB, DGRW, DGMI)

Knowledge at the Table, E712, small, ongoing

New SCBA guidance

KiM is providing an input to sector-specific handbooks on the use of the new national guidance on SCBA.

Finance, Management and Control (other directorates involved: DGB, DGRW, DGMI)

Knowledge at the Table, E712, small, ongoing

Communication on SCBA

KiM is making information on SCBA available for presentations and reports and also contributes to conferences and courses in this area.

Finance, Management and Control (other directorates involved: DGB, DGRW, DGMI)

Knowledge at the Table, E712, small, ongoing

Secretariat of the inter-departmental SCBA core team

KiM runs the secretariat of the inter-departmental SCBA core team.

Global description of other small knowledge-at-the-table activities

Within this topic, small knowledge-at-the-table activities often consist of contributions to projects by other knowledge institutes and the policy assessment agencies.

6.4 Implementing and reviewing evaluations

As well as conducting ex ante evaluations of concrete policy instruments, KiM gives second opinions on SCBAs, takes part in overseeing the production of SCBAs and advises the policy directorates on the implementation of SCBAs and the role of SCBA in the decision-making process. KiM also carries out ex post evaluations. Ex post evaluation of infrastructure projects and policies can have important advantages. Learning from the past can improve the quality of future ex ante evaluations, and therefore the quality of decision making. Moreover, ex post studies and meta-evaluations can provide information of wider significance by revealing which policies have been successful and under what circumstances, and which policies have not. Within this topic area, KiM provides second opinions on policy screenings included in the central government budget and conducted by third parties.

Projects

Finance, Management and Control (other directorates involved: DGB Roads and Traffic Safety, DGB Public Transport and Rail, DGB Civil Aviation Department, DGB Maritime Affairs)
Knowledge at the Table, EA1403, medium, starting at various times

Supervising and giving second opinions on SCBAs of several defining projects (as far as currently envisaged):

- Second opinion on the SCBA European Rail Traffic Management System (ERTMS) (DGB Public Transport and Rail)
- Second opinion on reconstruction of the Amstelveen line (DGB Public Transport and Rail)
- Second opinion on the SCBA Calandbrug
- Supervision of the SCBA Utrecht Ring road
- Supervision of the SCBA Pipeline tunnel Hollands Diep

DGB Public Transport and Rail

Knowledge at the Table, EA1404, medium, starting first quarter

Evaluation of the Taxi Act

An evaluation of the Taxi Act is planned for 2014. KiM will provide knowledge-at-the-table input on:

- the evaluation methodology;
- the supervision of research studies to be carried out or contracted out.

DGB Roads and Traffic Safety

Knowledge at the Table, EA1327, small, ongoing

Monitoring and evaluation of Better Informed On The Road roadmap

KiM is delivering knowledge at the table input to the drafting of an Action Plan for the monitoring and evaluation of the Better Informed On The Road roadmap (*Beter Geïnformeerd Op Weg*, DGOW). KiM can supervise the actual monitoring and evaluation.

Finance, Management and Control

Knowledge at the Table, EA1322, medium, starting third quarter

Ex post evaluations of projects (policy and infrastructure)

Conducting ex post evaluations of projects (policy and infrastructure) is useful for the ministry as a learning organisation. In consultation with FMC and the policy directorates, KiM can work up one or more ex post evaluations in separate projects.

Finance, Management and Control (other directorates involved: DGB Roads and Traffic Safety, DGB Public Transport and Rail, DGB Civil Aviation Department, DGB Maritime Affairs)

Knowledge at the Table, EA1405, medium, starting at various times

Second opinion on policy screenings (as currently envisaged)

- Regional public transport
- Social safety

Global description of other small knowledge-at-the-table activities

KiM regularly carries out small knowledge-at-the-table activities for this topic area. These relate, among other things, to the transfer of existing knowledge on pricing policy to other SER partners in support of the SER Energy Agreement. Another topic is providing knowledge on the effects of the EU ETS on the civil aviation sector in the Netherlands. The further development of the set of key figures and indicators for the 'responsible budgeting' system also receives regular attention.

6.5 Project overview table

Department	Title	Number	Project Type	Start	Size
DGB Strategy Unit	Identifying and dealing with uncertainties in SCBAs	EA1402	Research project	Third quarter	Medium
DGMI Safety and Risks	A considered approach to safety	EA1317	Knowledge at the Table	Ongoing	Small
DGRW Regional and Project Development	Development of adaptive policy	EA1401	Knowledge at the Table	First quarter	Medium
Finance, Management and Control	Various generic questions on SCBA methodology	EA1102	Knowledge at the Table	Ongoing	Small
Finance, Management and Control	SCBA of the whole project or the central government component	EA1321	Knowledge at the Table	Third quarter	Small
Finance, Management and Control	New SCBA guidance	E712	Knowledge at the Table	Ongoing	Small
Finance, Management and Control	Communication on SCBA	E712	Knowledge at the Table	Ongoing	Small
Finance, Management and Control	Secretariat of the inter-departmental SCBA core team	E712	Knowledge at the Table	Ongoing	Small
Finance, Management and Control DGB Roads and Traffic Safety, DGB Public Transport and Rail, DGB Civil Aviation Department, DGB Maritime Affairs	Supervising and giving second opinions on SCBAs of several defining projects	EA1403	Knowledge at the Table	Various times	Medium
DGB Public Transport and Rail	Evaluation of the Taxi Act	EA1404	Knowledge at the Table	First quarter	Medium
DGB Roads and Traffic Safety	Monitoring and evaluation of Better Informed On The Road roadmap	EA1327	Knowledge at the Table	Ongoing	Small
Finance, Management and Control	Ex post evaluations of projects (policy and infrastructure)	EA1322	Knowledge at the Table	Third quarter	Medium
Finance, Management and Control & DGB Roads and Traffic Safety, DGB Public Transport and Rail, DGB Civil Aviation Department, DGB Maritime Affairs	Second opinion on policy screenings	EA1405	Knowledge at the Table	Various times	Medium

List of abbreviations

CBA	Cost-benefit analysis
CBS	Statistics Netherlands (<i>Centraal Bureau voor de Statistiek</i>)
CPB	Netherlands Bureau for Economic Policy Analysis (<i>Centraal Planbureau</i>)
DBR	Sustainable Accessibility in the Randstad (<i>Duurzame Bereikbaarheid van de Randstad</i>) (NWO research programme)
DGB	Directorate-General for Mobility and Transport (<i>Directoraat-Generaal Bereikbaarheid</i>)
DGB BB	DGB Infrastructure Efficiency Programme (<i>Programmadirectie Beter Benutten</i>)
DGB LVT	DGB Civil Aviation Department (<i>Directie Luchtvaart</i>)
DGB MZ	DGB Directorate for Maritime Affairs (<i>Directie Maritieme Zaken</i>)
DGB OVenS	DGB Directorate for Public Transport and Rail (<i>Directie Openbaar Vervoer en Spoor</i>)
DGB Strat	DGB Strategy Unit (<i>Unit Strategie</i>)
DGB WV	DGB Directorate for Roads and Traffic Safety (<i>Directie Wegen en Verkeersveiligheid</i>)
DGMI	Directorate-General for the Environment and International Affairs (<i>Directoraat-Generaal Milieu en Internationaal</i>)
DGMI Int.	DGMI Directorate for International Affairs (<i>Directie Internationaal</i>)
DGMI KLG	DGMI Directorate for Climate, Air and Noise (<i>Directie Klimaat, Lucht en Geluid</i>)
DGMI VenR	DGMI Directorate for Safety and Risks (<i>Directie Veiligheid en Risico's</i>)
DGRW	Directorate-General for Spatial Development and Water Affairs (<i>Directoraat-Generaal Ruimte en Water</i>)
DGRW GenP	DGRW Directorate for Regional and Project Development (<i>Directie Gebieden en Projecten</i>)
DGRW RO	DGRW Directorate for Spatial Development (<i>Directie Ruimtelijke Ordening</i>)
FMC	Finance, Management and Control (<i>Financiën, Management en Control</i>)
ICT	Information and communication technology
IenM	Ministry of Infrastructure and the Environment (<i>Ministerie van Infrastructuur en Milieu</i>)
JTRC	Joint Transport Research Committee
KiM	Netherlands Institute for Transport Policy Analysis (<i>Kennisinstituut voor Mobiliteitsbeleid</i>)
LMS	National Model System (<i>Landelijk Model Systeem</i>)
MIR	Infrastructure and Spatial Planning Monitor (<i>Monitor Infrastructuur en Ruimte</i>)
MIRT	Multi-Year programme for Infrastructure, Spatial Planning and Transport (<i>Meerjarenprogramma Infrastructuur, Ruimte en Transport</i>)
MON	Mobility Research Panel (<i>Mobilitetsonderzoek Nederland</i>)
OEI	OEI method for infrastructure impact assessment (<i>Overzicht Effecten Infrastructuur</i>)
PBL	Netherlands Environmental Assessment Agency (<i>Planbureau voor de Leefomgeving</i>)
RWS/WVL	Rijkswaterstaat Water, Traffic and Environment (<i>Rijkswaterstaat Water, Verkeer en Leefomgeving</i>)
SCBA	Social cost-benefit analysis
SCP	Netherlands Institute for Social Research (<i>Sociaal en Cultureel Planbureau</i>)
SKIA	Strategic Knowledge and Innovation Agenda (<i>Strategische Kennis- en Innovatieagenda</i>)
SVIR	National Policy Strategy for Infrastructure and Spatial Planning (<i>Structuurvisie Infrastructuur en Ruimte</i>)
TEN-T	Trans-European Transport Network
VerDuS	Connecting Sustainable Cities (NWO research programme)

Colophon

This is a publication by the Ministry of Infrastructure and the Environment

January 2014
KiM Netherlands Institute for Transport Policy Analysis

ISBN: 978-90-8902-120-5
KiM-14-A03

Layout & design:
VijfKeerBlauw

Ordernummer:
V76-623827

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The KiM Netherlands Institute for Transport Policy Analysis conducts mobility analyses that are subsequently incorporated in national transportation policy. As an independent institute within the Dutch Ministry of Infrastructure and the Environment, KiM provides strategic research and policy analysis. The content of KiM publications is independent and does not need to reflect the views held by the minister and/or state secretary of the Infrastructure and the Environment ministry.



Netherlands Institute for Transport Policy Analysis

This is a publication by the

Ministry of Infrastructure and the Environment

P.O. Box 20901 | 2500 EX The Hague
www.rijksoverheid.nl/ienm

www.kimnet.nl

ISBN: 978-90-8902-120-5

January 2014