

## **Transport trends in the Netherlands in 2004**

### **Emerging transport trends in 2004**

#### *Mobility*

In November 2004 the Minister of Transport, Public Works and Water Management presented a Mobility Policy Document which contains the traffic and transport policy until 2020. In it, she unfolds her plans to get the Netherlands moving again, and to keep it moving, even with a growth in traffic. A free-flowing traffic system is vital for a robust economy and a strong international competitive position. The main ambition for the whole transport system is an acceptable and predictable travel time from A to B, for both commercial and passenger transport. This not only applies for the roads, but also for the railways and the inland waterways.

The Mobility Policy Document is the detailed result of the Spatial Planning Policy Document for traffic and transport, and has been drawn up in consultation with local and regional government. Similar to the Spatial Planning Policy Document, the central focus is on strengthening the economic structure.

#### *Infrastructure Investments*

For the near future the Ministry of Transport, Public Works and Water Management will give priority to continued maintenance and a focused approach to traffic congestion. Huge investments will be made for the purpose of road maintenance, rail maintenance and water maintenance.

#### *Roads*

The concrete objective for the principal road network is to keep abreast of maintenance and reduce the backlog by 45 percent prior to the end of 2007. To get rid of the backlog 1300 kilometres of national highway will be re-asphalted; over 200 kilometres will already be completed by the end of 2004. In 2005, regular maintenance will be the mainstay, while the majority of catch-up work will be done in 2006-2007: the remaining 1100 kilometres.

#### *Peak Time Lanes*

In addition, the programme introduced for peak time lanes will be elaborated. In the initial phase up to and including 2006, this relates to over 300 kilometres of peak lanes and extra lanes. On those sections of road where these projects have been completed, traffic intensity is calculated to fall by at least 30 percent, provided conditions for the remainder continue unchanged.

#### *Pricing Policy*

Not all ambitions for the roadways can be achieved with investment alone. A pricing policy is inevitable. That is why a platform is being established to investigate the possibilities of paying for the use of a car, instead of for its ownership. A precondition for the introduction of a new pricing system is broad public support. The platform will publish its recommendations in the spring of 2005.

#### *PPP*

Public-private partnership (PPP) and innovative tendering can contribute towards a more efficient working approach and the earlier completion of projects. Potential PPP projects include the A2 motorway in Maastricht and the South Axis urban redevelopment project for Amsterdam. Furthermore, investments in the Tweede Maasvlakte industrial zone and the 'ZZ link' fast railway line (Zuiderzeelijn) offer potential opportunities for PPP.

Another important PPP project is envisaged for the Rotterdam-Antwerp corridor. The Government wants to create a high level-of-service freight traffic route between Rotterdam and Antwerp that will ensure a sustainable and fast free flow of goods between the two areas and beyond. With this project the Dutch government intends to develop new innovative

financing models for infrastructure. As a spin off, a market driven interoperable system would be created that could form a blueprint for operating and tolling system of other border-crossing tolling routes elsewhere in Europe.

#### *Railways*

Up to and including 2010, the ministry of Transport, Public Works and Water Management will invest heavily in the maintenance and control of the railways. The aim is to raise punctuality for commuter traffic to at least 87 percent in 2007.

#### *Inland Waterways*

As part of the ambition of reducing the administrative burden on enterprise resulting from government legislation the River Information System for inland shipping will be introduced in 2005, which will allow much administrative work to be performed electronically.

#### *Transport of dangerous goods*

The end of 2004 will see the publication of the Hazardous Waste Studies. These describe means by which to restrict the transportation of hazardous substances, such as LPG and ammonia. In 2005, specific measures will be incorporated into the policy document entitled 'Transportation of Hazardous Substances'.

#### *Tunnel Safety*

Safety is also the focus of both the policy document and the bill on Tunnel Safety, to be published in 2005. Supplementary regulations will be imposed on the basis of the latest experiences with tunnel safety.

#### *Transport and Terrorism*

The rise in international terrorism increases the need to further develop and define security measures. The programme entitled 'Protection of Vital Infrastructure' maps the vulnerable infrastructure and offers potential solutions. In its role as manager of infrastructure, the Ministry of Transport, Public Works and Water Management is working on plans to minimise the consequences of potential terrorist attacks. In addition, international rules for the prevention of terrorist attacks will be introduced into the Netherlands.

### **Obstacles to the development of transport**

#### *Congestion*

The last decades there has been a huge increase of mobility on the one side and of car ownership on the other side in the Netherlands. This increase is not expected to end in the near future. In 2020 the Dutch are expected to travel 30 percent more than at present and to transport twice as many goods.

#### *Overdue maintenance*

This problem especially concerns rail infrastructure in the Netherlands. It is also one of the causes of trains being delayed. The last years there has been insufficient investment in maintenance and control of the existing rail infrastructure. On the other hand the amount of kilometres per passenger by train has increased 50 % over the last twenty years. Also the amount of freight transport by rail has increased.

## **Best practices in transport and infrastructure regulation**

### *Eco-Driving*

The Netherlands ECO-DRIVING programme 'Het Nieuwe Rijden' results from the Kyoto agreement and from national policy documents targeting CO2 emission reductions in traffic and transport.

The programme aims to motivate (professional) drivers and fleet owners to purchase and drive passenger cars, delivery vans, busses and lorries more energy-efficiently.

The programme addresses the following issues:

1) Driving style of (professional) drivers; 2) Driving school curriculum; 3) Fuel-saving in-car devices; 4) Tyre pressure; 5) Purchasing behaviour (e.g. car labelling)

The programme is supported by a corporate communication and marketing strategy, which stresses individual benefits such as safety, comfort, fun of driving and cost reductions.

A mass media campaign (a/o TV, radio and print) has started in 2004, mainly focussing on private drivers.

### *Seatbelts*

The number of people wearing seatbelts in a car has increased again in 2004. 90 percent of the drivers and passengers in the front of a car wore a seatbelt in 2004. In the beginning of the nineties this was 70 percent. Also the number of passengers wearing a seatbelt in the back has increased. Between 2000 and 2004 this number has increased from 30 to 69 percent. Also more people wear their seatbelt while driving within the city centre.

This increase is probably due to a combination of intensive police control and information.

Since 2002 there has been extra focus on the seatbelt wearing in the back of cars.

This year a campaign focused on children of 4-12 years old was launched by introducing "Goochem het Gordeldier" (armadillo), a nice little toy animal which motivates children to wear their seatbelt. The campaign was valued positively, because children are being addressed to in a nice and positive manner.

### *Transport-related Health Effects with a Particular Focus on Children*

The Netherlands, Austria, France, Malta, Sweden en Switzerland have launched a joint project and series of workshops in 2003. The aim of the project was to get an overview of transport related health effects to be addressed both directly and indirectly.

With this joint initiative the participating countries made an active contribution to the UN-ECE/WHO Transport Health and Environment Pan-European Programme (the PEP) as well as to the development the Children's Environment And Health Action Plan for Europe launched at the Budapest conference which took place in June 2004.

The aim of the project, which focused particularly on road transport, was to make progress towards an integrated approach of environment and health in transport policies.

The final result consists of a complete overview with state of the art knowledge on transport related health effects.

A synthesis report was presented and published with key messages on health effects (including traffic safety and climate change) together with a series of reports on topics (Noise, Air pollution, Psychological and social aspects, Physical Activity and Economic Valuation).

A survey on costs and benefits and methodological aspects has been carried out.

Finally a number of policy recommendations to make transport cleaner and healthier have been identified.