



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.5/2002/1
31 May 2002

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics
(Fifteenth session, 2- 4 September 2002,
agenda item 5)

REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENT

Transmitted by the Governments of Netherlands and United Kingdom

Note: At its fifty-ninth session the Inland Transport Committee, following an earlier decision taken at its fortieth session (ECE/TRANS/42, para. 45), agreed to circulate the questionnaire on the most significant criteria for the determination of new and important developments with regard to inland transport in the member countries of general interest to Governments (ECE/TRANS/119, para. 52).

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NETHERLANDS

A-1: External objectives (land use planning, regional development, etc.) and

A-9: Urban and sub-urban plans

Infrastructure has a major impact on the development of urban planning and the economy in the Netherlands. Intensified pressure on space in regions with strong growth in spatial/economic terms has been observed. These include the main urban conurbation of the Randstad (the densely populated western part of the country), Noord Brabant province and the east of the country. Efficient solutions that mesh well with urban areas are crucial for a pleasant environment in which to live and for dynamic towns and cities. A meaningful, reliable level of traffic control is imperative, in and out of peak periods. Where necessary, the infrastructure will be expanded to support spatial and economic developments. There are also plans to develop a rapid rail link line to enhance connections between the north of the country and the Amsterdam-Hague-Rotterdam-Utrecht conurbation.

The main links in the Amsterdam-Rotterdam-Hague-Utrecht (Randstad) conurbation are crucial for the emergence of a single cohesive metropolis.

Reinforcing the development of the city areas into a metropolis will need:

- better road junctions;
- a substantial quality boost for public transport; and
- good switchover plans from car to bicycle to public transport and vice versa.

It should also:

- keep the cities lively;
- provide potential to concentrate developments near junctions;
- reinforce the green and blue aspects of the green belt with lakes and canals at the centre of the Randstad conurbation (Green Heart); and
- offer excellent environments for a mix of private houses and international business centres.

The task is being worked out in close harmony with the Fifth Memorandum on Spatial Planning. Good infrastructure links with neighbouring countries are also crucial for the new metropolis and its main ports.

The past years have brought a redistribution of government tasks, powers and resources around traffic and transport. However, regional parties depend on national government for their project financing and there is a wide gap between interests, decisions and financing of regional infrastructure. This hampers comprehensive weighing of the pros and cons whereby further decentralization seems inevitable. Against this background, it is imperative that national government should allow decentralized governmental bodies more room and resources to find meaningful answers to regional problems. To this end the financial ceiling for decisions taken by provinces and areas covered by the Framework Act on investment projects will increase from EUR 10 million to EUR 200 million.

A feasibility study is also under way on combining operational resources for public transport with those for regional infrastructure to form a single, broad context system of dedicated funding. Hence, regional parties form their own integrated spread between investment and operation.

Regional mobility funds also offer potential for an integrated spread. The financing of these funds comes under the “clustered dedicated grant” scheme. The peak levy also provides revenues for those Randstad regions involved. Furthermore, the actual participants can themselves add to the funds. Setting up regional mobility funds gives decentralised governmental bodies room to implement the NVVP in the form of:

- bicycle facilities in designated areas;
- park and ride facilities;
- facilities for local and regional freight transportation;
- traffic safety measures;
- dedicated bus-lanes;
- and other regional public transport facilities.

A-1: Developments with regard to policy objectives for inland transport and

A-7: Measures to improve the profitability and productivity of transport operations

Investment in infrastructure: Measures in the framework of the Infrastructure and Transport Programme for 2000-2004 and the Randstad Accessibility Offensive will provide an acceptable level of nationwide accessibility in 2010. Even so, continuing growth in mobility requires a longer-term vision.

Better utilization of road, rail and water: Optimal use of the infrastructure is a must. Measures will include controlled access, incident management and real-time information in the vehicle. Potential measures for the longer term will include compact driving, flexible lane-allocation and automatic vehicle guidance systems. Utilization of the railroad system is open to improvement. Minor adjustments to the infrastructure can yield relatively substantial capacity gains. Additional capacity will also come from longer term technical innovations like renewal of safety systems. Meanwhile, inland-waterways - one of this country’s natural assets - can be better utilized for freight. Advanced traffic control and safety technology will also enhance airport and waterway operations.

Compact driving around major cities: Tailbacks are common on major city ring roads. Expansion is hampered by limited space available, high costs and burdens for the local community. Compact driving can provide relief, making two wide lanes into three narrower ones. Maximum speed is reduced and the road can carry more traffic.

Optimized use of the railways: The safety system currently used on the railroad limits running of trains in close succession. A new security and control system enables more trains on given sections with no extra risk. Combined with sophisticated timetabling that means more frequent services.

Reserving and constructing: Space to expand the infrastructure is being reserved alongside existing lines; and where there are no connections, space is being reserved for new lines. In the rail context these are the Hanze and Zuiderzee lines and the metropolis link (Amsterdam-Hague-Rotterdam-Utrecht conurbation) that will be the subject of a future study. Routes have also been reserved to link-up a limited number of important freight axes with Germany and Belgium. Cost factors, fragmentation of the countryside and public opposition make it increasingly problematic to build new rail lines/infrastructure. Hence the increased significance of strategically reserving space along motorways and railway lines. This is also important for the reduction of noise and air pollution and for the safety of transport of dangerous goods.

Where bottlenecks persist in spite of improved utilization, the NVVP provides extra capacity along existing sections.

Third dimension: The future will see a larger proportion of freight transported under ground. Pipelines have well-established benefits for transporting gases and liquids. New underground logistical systems are feasible as short-to-medium haul alternatives to the road, thanks to containerisation, automation and overall advances in organisation around transportation. Building under ground is certainly a high investment operation and is only feasible as a joint public/private sector venture, with government input depending on the payoff for the country as a whole. Hence, for the time being the Netherlands will not get a nationwide underground network.

Mobility management: Mobility management is a package of measures to optimize the use of existing infrastructure while improving accessibility by public transportation and bicycle. Its main actors will be local and regional government. The main measures of mobility management are:

Location policy: Greater integration of traffic/transportation policy in deciding sites for homes and the business community. This includes a special focus on accessibility by public transportation and bicycles. Hence, people are less dependent on the car. In planning around the business sector - access by a mix of transportation.

Parking policy: Greater regional co-ordination and fine-tuning in this area.

Transport management: Regional programmes will give a new impetus to transport management around the business centres. These programmes aim to mesh with working conditions and in-house environmental programmes and include cycling, public transport and car-pooling. Advances in ICT will make flexitime and teleworking possible.

Bicycle policy: Quality in cycle facilities will be improved, in particular bike-garaging and through-routes. This will promote cycling as an efficient, environment-friendly alternative for short journeys – and in combination with public transportation.

Transport prevention and transport efficiency: The Dutch Government encourages efficiency in the logistic/freight transport chain. Less transport is needed to get the products to their destination. This means improved logistical processes, production closer to customers, and ICT. Joint studies into cost reductions are under way with commerce and industry. One option in

the longer term might be to integrate with transport management into a single mobility system for companies.

Urban distribution: The distribution of goods in towns and cities will be improved (based on results gained by the urban distribution platform).

A-2. Organizational developments with regard to measures for achieving transport policy objectives

In the Ministry of Transport, Public Works and Water Management, policy-making starts from the viewpoint of the desires and values of the user. Social values like accessibility, safety and quality of life are taken into account in all parts of policy-making and citizens, business community and social organizations are also involved. It is a constructive dialogue instead of a diktat. The roles of the ministry as a director, supervisor and legislator become more important.

Shared responsibility between citizens and Government in the field of traffic safety: Unsafe traffic is partly a matter of unsafe behaviour, and citizens can be held responsible for their behaviour. The nature of the legislation and enforcement of traffic safety will more expressly assume than before that the parties concerned have their own responsibility.

Decentralize where feasible, centralize where imperative: Government at the provincial and municipal levels will be given greater scope for regional and local policy. A system of regional mobility funds will be created. Regional and local government will have the power to determine how funding from the mobility funds is deployed and on which transport/traffic measures.

Water management (coastal zone, great rivers, etc.) is delegated to the provinces, cities and water board districts.

The Government/market interface is evolving. Government retains responsibility for urban/spatial planning, meaningful regulation and for assessing preconditions in the widest community context. However, increasingly Government will be creating frameworks for other players to select their own solutions and to offer services. A free interplay of market forces, spurring better purchase formulas, public/private joint enterprises, and privatization will be part of this move to more business-oriented Government.

Government offers a basic quality of accessibility, defined in terms of speed and reliability. In addition, room can be created for private initiative and/or for regional and local government. The new Passenger Transport Law 2000 and the Concession Law Passenger Transport open possibilities for market forces in urban and regional transport and regional railway transport by means of granting concessions.

Other examples are liberalization of the postal market, railroad freight transport (in European context) and the privatization of Amsterdam Schiphol Airport. The Dutch Government has made an agreement with the Netherlands Railways on achievement/performance – the first in Europe – for the period till 2010. The main requirements are a better performance during peak hours and a higher punctuality.

The basic principle of the future development of aviation in the Netherlands is a clear separation

of responsibilities of the aviation sector on the one side (airport operator, air traffic control and airlines) and Government on the other side. Government is responsible for the realization of policy frameworks by means of further regulations in the fields of aircraft, operational matters, aviation areas and crews. Checks are performed to establish whether company activities meet the licence conditions.

Public-private partnership: Government as a director: Examples: the call for tenders and the construction of the Dutch High Speed Line (HSL). The construction and exploitation of pay lanes, a different way of financing infrastructure projects, the promotion of technological innovation (other Governments and private parties), flexible and teleworking, shared car use or car- and van-pooling.

International: More and more national policy is made within European and global frameworks. Examples:

- Transport systems (TEN's)
- Environment (pollution)
- Aviation and maritime: the Ministry plays an important role in the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO).
- Technology and innovation e.g. in Fifth Framework Programme, Galileo.
- In order to present the Dutch expertise/know-how in hydraulics and water management abroad, the Ministry cooperates with other Governments, businesses, research institutes and other organizations in the programme 'Partners for Water'.

The performance of the Ministry: While making an appeal in many ways to its environment in order to accomplish its policy, the ministry commits itself to professionalism, transparency and cooperation. Society must know what to expect, the ministry wants to be a reliable partner for the business community and within the own organization everybody must know the ministry's responsibilities.

To express this thought, the Government advocates an objective discussion about transport by means of a National Model System (LMS). With this system, policy scenarios can be evaluated and the consequences of pricing policy and infrastructure policy on traffic flows can be visualized. A CD-ROM is developed in order to give greater publicity to the model and its results.

The model analyses are important input for cost-benefit analyses.

Also the organization of the ministry must be transparent. The establishment of the Transport, Public Works and Water Management Inspectorate, managed by an Inspector General, and the reorganization of DG of Civil Aviation contribute to a clear separation of policy making, implementation and enforcement.

To ensure that the policy set out in the NVVP is not overly rigid or static, in the next few years the NVVP's dynamic, flexible components will be adjustable in line with changing circumstances. The flexibility is embodied in the Dutch Government's policy agenda; this includes several aspects of major international concern.

A-3-1: Policies adopted or action taken by public authorities to enhance safety

The National Traffic and Transport Plan: The Dutch Government drafted a National Traffic and Transport Plan (NTTP). Road safety is part of this plan. The policy proposals set out in the Plan did undergo an in-depth scrutiny and processing, with input from general public and community bodies. After this process, the Government took its final position in the autumn of last year. The plan is now under discussion in Parliament, which is expected to give its final view in a few weeks' time. The NVVP in general covers the period to 2020; the road safety part, however, to 2010, with the obligation to formulate between 2006-2008, new goals to 2020.

The key message of the NTTP is: mobility has an important function in modern society, however, it has a number of adverse side effects. The Government seeks to cope with the growth of mobility while improving safety and quality of life. Key instruments are: enhanced use of existing infrastructure, expansion of infrastructure where bottlenecks persist despite improved utilization; price policy based on variable and differentiated costs, creating a linkage between using and paying. Advanced technology will also contribute to improved accessibility, safety and quality of life.

Key strategies with regard to safety: Philosophy:

1. Integrated safety approach: on the one hand governmental policies to influence directly the road user (education, enforcement, campaigns) and the road user and its environment. This environment does not only entail the quality of infrastructure and of the vehicle, but also the social-economic surroundings (social /societal network/relations, employers etc), spatial planning and the general transport and traffic policies (including price policies etc).

2. Sharing responsibilities between central government and regional/local governments "Decentralized where possible, centralized where needed". Financial funds are decentralized; local and regional authorities bear the cost for their own responsibilities. This also includes a "translation" of the national overall target in casualty reduction to concrete targets for regions (Dutch provinces and other responsible regional entities). They have to develop and formulate (together with regional branches of the ministry of transport) those measures to attain these regional targets.

The existence of a "Sustainable Safe" programme (i.e. systemic approach with regard to categorization of the road network and mono-functional use; safer infrastructure). Much emphasis is also placed on influencing the behaviour of road users, including intensification of enforcement. A further development of the "Sustainable Safe 2 Programme", is the so-called "risk approach" (an elaborated/innovative kind of black spot approach, but related to the number of accidents, number of vehicle kilometres, etc), while the Sustainable Safe Programme started a couple of years ago taking (infra) measures where these could be easily carried out. The Sustainable Safe 2 Programme is more directed towards measures where the results in terms of safety are the highest.

Advanced vehicle technology is an essential component of traffic safety policy. Stimulating new research and development, through participating in (international) pilots, like Intelligent Speed Adaptation, development of international standards, etc.

Targets for casualty reduction: In 2010 a decrease to a maximum of 750 fatalities (in 1999: 1090). Longer-term target is a reduction to zero fatalities. In 2010 a reduction of hospitalizations to a maximum of 14,000 (in 1999: 18,600 recorded plus correction for under-registration).

The blind spot of trucks and vans: The view of drivers of trucks and vans at the right side and for larger trucks directly at the front, is limited. The view drivers have is created by rear-view mirrors and by the direct view through the side window. However, this view is not covering the whole area at the right side and at the front of the truck. In fact a fairly large part of the area is not covered. In daily practice this is called 'the blind spot of trucks and vans'. This problem is well known by many people working in the transport sector. However, there are far more people who do not know of the existence of this problem. This concerns almost all road users who are not driving a truck, especially cyclists, among which schoolchildren, and moped riders appear to be a vulnerable group. The truck drivers often have to guess when they turn right because they simply cannot see what is there. Sometimes the consequences are shocking.

In the Netherlands each year 30 people are killed and 90 people are very seriously injured due to accidents caused by the blind spot.

Good solutions (blind spot mirrors and camera systems) are available. These solutions solve the problem for a large part.

At the moment in the Netherlands blind spot mirrors and camera systems are mounted voluntarily and the Dutch Ministry of Transport is subsidizing these systems. In order to increase the effect on traffic safety, the Netherlands will anticipate the proposed European measures by introducing legislative measures at the national level for Dutch trucks.

Dangerous goods: As a result of the fireworks explosion disaster in the town of Enschede in 2000, the transport of dangerous goods has become a major political issue in the Netherlands. Both public and political concern is centred on the risks for people living in the proximity of routes along which dangerous goods are being transported. The Government is currently studying and working on further development of various measures to ensure that these risks are kept at an acceptable level. Measures planned or studied entail among other things tightening of restrictions on spatial planning, routeing, traffic management, requirements to report activities entailing risks, transport reduction and the publication of so-called risk-atlases. Likewise, the recent series of major accidents in tunnels in other European countries have prompted the Government to prepare legislation ensuring the safe construction and use of tunnels.

Ban on using hand-held telephones whilst driving: A safety campaign has been launched to publicize the ban on using hand-held telephones whilst driving that has been in force in the Netherlands since 30 March. The use of hand-held telephones - i.e. not just dialling but also holding them in the hand - is subject to a fine of EUR 138. The campaign is being conducted by means of roadside notice boards, TV and radio commercials and an Internet site. Recent research indicates that the use of hand-held telephones by drivers in the Netherlands is responsible for some 40 deaths and 400 casualties a year.

A 3-2: Policies adopted or action taken by public authorities to reduce adverse environmental impact of various modes of inland transport.

Fiscal stimulation of energy efficient and clean cars: From the first of January 2002, citizens receive a rebate when buying a new car if this car is above average energy-efficient. This rebate amounts to €500 (B-label) or €1,000 (A-label). In addition, a citizen may receive a rebate of €250 if his new car is already meeting the European 2005 emission requirements.

Internalization of external costs: The Ministry of Transport, Public Works and Water Management recently carried out a study on the marginal social costs of transport in response to the EU White Paper on fair payment for infrastructure use.

The study considered new data and partly used expertise on methodological issues. Some workshops took place with a view to developing concrete policy options (such as road pricing, emission charging in air and water transport).

Additional effort with respect to maintaining speed limits: Within the framework of the enforcement programme CO₂-policy in the Netherlands, it has been decided to put additional effort in the maintenance of speed limits on the Dutch highways.

Transaction and Modal Shift (TMS): The Netherlands has undertaken a project on "Transaction and Modal Shift". The aim of the project is:

- to improve efficiency of existing vehicle fleets, transport operations and transport infrastructure;
- to shift (part of) the increased transport demand from road transport and (short haul) aviation to more environment-friendly modes (rail transport, inland navigation and (coastal) shipping);
- to implement, in close cooperation between Government and industry, win-win measures which enable transport companies to integrate environmental aspects in their daily activities.

It will be carried out by the establishment of memoranda of understanding between the Government and industry; implementation of technical and logistical pilots; scans carried out at the level of individual transport firms.

Transport prevention: A programme has been started which aims at making the transport of goods more efficient by means of concentrating loads, on the one hand, and preventing trucks, vessels and aircraft from moving without freight on the other.

Noise abatement: Several initiatives aimed at abating noise have been started in the Netherlands.

1. An Innovation Programme noise has been started with a fairly large budget;
2. The Dutch Government supports lower governments if they wish to lay out roads which produce less noise. For this support an annual budget of €10 M is available.

3. Several activities are being carried out in the Netherlands to promote quieter train traffic. These activities aim at

- development of new products, such as quiet brakes, wheel- and rail-silencers;
- development of silent technologies;
- development of new maximum noise emission standards
- classification of train equipment.

This will be done by e.g. demonstration projects; new noise regulations and the phasing out of noisy equipment.

Car sharing: The Dutch Government supports car sharing both fiscally ('car pooling') and by funding experiments aimed at making 'shared cars' available within city-centres to local inhabitants.

Bicycle balance test: Within the Netherlands the results of a bike balance test, executed by the Dutch NGO Cycle Federation ('Fietsersbond'), is used to evaluate and subsequently ameliorate the quality of biking lanes within larger cities of the Netherlands.

A-4: Action taken and provision made by public authorities to promote a rational use of available transport capacity

Pay per kilometre: The NVVP describes how the Government aims to handle the growth of mobility, and wishes to improve accessibility, quality of the living environment, and safety. In that connection, it is essential that less burdens are placed on ownership of a vehicle, whilst more emphasis is placed on use and pollution.

Replacing (part of) existing vehicle tax by a kilometre charge is one instrument for achieving this goal. This method of collecting tax is better (improved accessibility and quality of the living environment) and fairer (the user pays above all when the vehicle is driven). This policy direction is also present in the countries surrounding the Netherlands, although there emphasis is on goods transport by road. The Netherlands are frontrunners in applying a charge per kilometre to private vehicles.

This memorandum primarily reflects current thinking and describes how a kilometre charge could be introduced. The actual design of the system will depend on further elaboration. The choices made by the Cabinet are discussed in individual chapters. This document will act as a guideline, for further collaboration with private, governmental organizations and interest groups.

In elaborating the kilometre charge system, there are a number of starting points. For example, government income will not rise (the burden on all road users together will remain unaltered) and all exemptions in the current system will in principle continue to apply. The intended system of kilometre charges makes it technically possible to differentiate the rate, according to time and location. Individual decisions will be made regarding these matters. Introduction of differentiation will take place after 2006. Separate decisions will also be taken on the further passing on of environmental costs. The kilometre charge is intended as a tax which will apply to all Dutch motor vehicles, if they are used in the Netherlands.

The taxes which will be eligible for collection subject to use are motor vehicle tax (MRB), the tax on private motor vehicles and motorcycles (BPM and the euro vignette for heavy trucks. Duties can also be included in kilometre charges, as a result of which the solidity of the charge system will increase, and negative border effects will be reduced. According to model calculations, the optimum situation for society would be to introduce variation on 4½ billion Euro (NLG 10 billion) annually in tax income. This will be achieved by converting the entire system of motor vehicle taxation, the euro vignette and a proportion of the duties. In addition, only one-quarter of BPM will be made variable, partly in order to avoid market disruption and to ensure that we keep control over the purchase of vehicles.

As a result of the kilometre charge, accessibility and the quality of the living environment will improve. Model calculations indicate that car kilometres and emissions will be reduced by approximately ten percent, and the number of hours of traffic congestion per 24 hour period will fall by one-quarter, as compared with the situation in 2020 if no kilometre charge were to be introduced. Anyone driving a private car less than approximately 18,000 kilometres per year will find themselves better off; anyone driving more will be worse off, unless they drive less (behaviour effect). Social wealth will increase considerably. A more detailed calculation of the scale of costs and income is being further investigated in an extensive social cost and benefit analysis. This analysis will include the results of the future market consultation.

Kilometre charging calls for an entirely new technical system for collecting tax. As demonstrated by the market study carried out, businesses have indicated that it is technically possible to equip the first vehicles with mobimeters in 2004. They also suggest that by 2006, kilometre charging and the additional services could be operational throughout the Netherlands. Every vehicle must be fitted with a device, the mobimeter, which registers the number of kilometres driven, and calculates the tax payable. Using the mobimeter, the user will then send the amount payable to the collecting organization. In this system, privacy is guaranteed. Because every vehicle has to be equipped with a mobimeter, a growing market could be developed for additional services, ranging from the reservation of parking spaces and dynamic route planning, through to automatic breakdown assistance.

In order to facilitate introduction of kilometre charges, it is necessary to collaborate with market parties regarding the development of the mobimeter. For this purpose, an open standard will be developed.

For the actual provision of additional services, the market parties will require a strong commitment from the government to the introduction of the km. charge. Additional services make it possible to co-finance the system of kilometre charging. Over the coming period, government commitment will take shape through the development of an open standard, in conjunction with private parties.

Public transport crucial for dynamic cities: Public transport is crucial for the accessibility of urban areas. In the years to come substantive investments will be made in urban infrastructure aimed at better utilization and selective expansion. In the major urban areas high frequency, fast

and socially secure systems like light rail and high quality bus services will carry a growing number of passengers. Meanwhile considerably cleaner bus engines will be developed in order to ensure that the inner cities will stay lively and pleasant places to live.

More choice in door-to-door transport: Future travellers will have to choose from a whole range of individual and collective transport products. Indeed, this is an objective of public transport policy. As the market for mass transportation shrinks, demand for personalized public transportation increases. There is scope here for custom-made collective transportation. Alongside the private car or bicycle, products/services will emerge where the consumer's own vehicle is unnecessary - from the "on call" car to the high-speed train. Consumers want a choice of price and quality levels, and this requires a broad and differentiated transport offer.

Chain-mobility is the key word here - journeys that make use of various types of transport. Rather than being obliged to leave the car behind, the consumer will only use it when practical. One option would be to park on the outskirts of town and continue by tram or metro. Bikes will also play a major role. Speed from station to station is not the only thing that matters. Far more important is the quality of facilities that take the consumer from door to door. Traditional public transportation companies also face a challenge here from lease companies or other so-called chain managers.

High quality public transport: There has to be a major quality boost in public transportation. One way is to improve "hard" factors like frequency and speed. But also vital are "softer" elements like comfort, image, accessibility, atmosphere, security and integration into urban planning. On-board safety and security will be a major priority for the next years. Creating favourable conditions for public transport is the task of the authorities. Public transport companies must take up the challenge and seek to increase their market-share as consumer-oriented entrepreneurs. The foundation for this was laid with the new Passenger Transport Act and the official "The Third Century of Rail" memorandum.

A 5: Measures to promote a rational use of energy in transport.

New driving style: In the Netherlands a programme has been started to promote a new driving style. The objectives are: Reduction of total traffic emissions and fuel use by technical abatement measures; reduction of the growth of vehicle mileage; and reduction of vehicle speeds and improvement of driver behaviour.

The main objective is to reduce total road traffic CO₂ emissions by 2010 by about 1.3 M tonnes. The following elements are worth noting:

- Highway Police and relevant judicial bodies are to multiply their capacities and equipment that is being used for prosecuting highway speeding offences.
- In-car feedback and driving support instruments (econometer, board computer, cruise control).
- Promotion by public information and agreements with the automobile and tyre industries about raising manufacturer tyre pressure recommendations.
- Promotion of purchasing fuel efficient vehicles and of driver training and communication of fuel efficient driving behaviour.

A-6: Major technological developments

Key technologies and system renewal: Key technologies are technological developments which contribute to the solution of present traffic and transport problems. These developments are worth following conscientiously and stimulating where possible. Existing incentives will be transformed into an innovation programme with clear preconditions to obtain incentives subsidy. At this moment the main key technologies are:

- An on board computer system for communication between vehicle and roadside, and for electronic vehicle identification
- Chain information and smart card payment for transport services
- Automatic vehicle guidance, like automatic cruise control and intelligent speed adjustment
- New propulsion techniques, like the fuel cell and hybrid systems.

New system concepts for urban distribution, combination of individual and public transport, multimodal junctions, public transport on demand, vanpooling and modernization of slow traffic will be worked out in the future.

River Information Services (RIS) for inland shipping: Both Government and private parties acquire and use data on the inland waterways and the movement of vessels and cargoes. The use of computers and telematics on board is growing rapidly. Parties are convinced that working together and sharing information and communication infrastructure will be profitable for all. This is why a RIS concept is formulated and is currently further developed in a business plan. RIS will be used for traffic management, lock/ terminal/ voyage planning, tracking and tracing, calamity abatement and possibly surveillance. The concept is the subject of EU projects INDRIS and COMPRIS and guidelines have been developed by PIANC. European countries have been requested in the Pan-European Ministerial conference on inland waterways (Rotterdam, 2001) to create a pan-European RIS. Because RIS will make inland waterway transport more attractive to shippers as an alternative to road transport, it also fits under A.I.4.

Trial with chipcard: According to some 90% of passengers, a Dutch experiment with a chipcard in 70 Groningen city buses has been a success. The field trial with electronic payments in public city and district transport is by way of preparation for the national introduction of the card in 2003. The travellers cite as advantages the fact that there is always enough travel credit, that it is no longer necessary to queue for multi-trip tickets and payment in arrears. Users receive a statement of their journeys every two months; payment is by direct debit.

Better rail links between west and north: In order to improve the accessibility of the northern provinces of the Netherlands - Drenthe, Friesland and Groningen - and to encourage their economic and spatial development, the Government wishes to link up the west and the north of the country with a high-speed train or magnetic levitation train. The project is to be put out to tender. At the same time, a planning procedure is to get under way in which possible routes will be examined in the light of the interests of local residents, the environment and the countryside. The procedure will also be examining the alternatives of an InterCity link via the Zuiderzee Line and an improvement to the existing link to the northern Netherlands connecting up with the

Hanze Line that is to be newly constructed. The Government has set aside €2.73 billion for the project.

'Beginner's driving licence': The Netherlands is to introduce a beginner's driving licence from the start of 2002 in order to improve road safety. New drivers may lose their driving licence if they have committed three serious motoring offences within five years of obtaining their licence. In such a case the driving licence is suspended and it is arranged for the driver to take a driving test and driving theory test again. If the motorist fails either of these, the driving licence will be declared invalid and the driver will have to start from scratch to obtain a new driving licence. New drivers will also be subject to a maximum blood-alcohol level of 0.2 pro mille (20 milligrams alcohol per 100 millilitres of blood). On account of their lack of experience, new drivers - who are generally aged under 24 - are more frequently involved in accidents than experienced drivers.

Lorry overtaking ban: As from 1 February the lorry overtaking ban already applying to 783 kilometres of two-lane motorways is to be extended to a total of 1,011 motorway-kilometres: 54% of the total road network. In addition, the ban on the most heavily used routes on which it is already in force will now apply continuously from 06.00 to 19.00 hours. A potential overtaking ban for lorries on three-lane motorways is being investigated.

A-11: Research activities in the field of economics

The main conclusions of our research on this topic in the Netherlands are the following:

1. The relation between transport and economic development is a complex one. No clear cut answers or conclusions on the subject can be given without considering a whole range of other intertwined questions and topics. [1]
2. Transport influences economics and vice versa. In the Netherlands several models are developed to deal with this complex relationship (such as MOBILIEC a neoclassical regional economic model and TIGRIS). Also several special general equilibrium models are being developed right now. [2]
3. It cannot be considered as self evident that transport will benefit economic development. It will depend on the specific market conditions inside and outside the transport market. In general when prices are below marginal costs there will be over-consuming of transport. Several reports give an overview of the marginal costs of transport. [3&4]
4. In general the term 'economic development' does not only refer to the so-called 'user benefits'. The wider benefits and costs of transport are also taken into account. In the Netherlands an integrated cost benefit analysis is used (OEEI), which takes into account user benefits of transport, wider economic impacts, external effects and the incidence of benefits and costs on user groups. [5]
5. The wider economic impacts of transport are an import issue in the Netherlands. This is mainly because it is still difficult to get a grip on them and because the incidence of benefits and costs of major transport projects could fall inside or outside the nation border. [5]

6. Recently the topic of ex-post evaluation of transport gets attention in research and policy making. [6]
7. The relationship between transport, efficiency and evaluation practices is becoming more important because of the new accounting base of the Dutch Government. [7]

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A-12: Developments with regard to the planning or realization of major transport infrastructure projects

Infrastructure investments totalling €37.21 billion are planned for the next ten years, 35% of this will be spent on roads. The improved utilization of the capacity and the application of new technology are also key concepts in public transport. Thanks to a new safety system (BB21) trains will be able to travel much closer together, thereby making more frequent services possible. Heavy investments will be made in light-rail systems, especially in and around the big cities. The Randstad, the western conurbation in the Netherlands, must evolve into a Delta Metropolis (Deltametropool) with a coherent network of public transport linking up the four big cities and 10 medium-sized cities. Needless to say, it is vitally important for the Randstad to have good connections with the surrounding regions. Such accessibility is already being enhanced by a number of projects that are now either being prepared or already under construction, such as the HSL-Zuid and the HSL-Oost high-speed lines, the Hanze Line and the Zuiderzee Line.

Projects of particular importance to the Netherlands and the Trans-European Network are:

Dedicated freight railways in the South of the Netherlands: The ‘Iron Rhine’ and the ‘VERA/line 11’ freight railways.

The ‘Iron Rhine’ is an existing but presently unused dedicated freight railway connecting the port of Antwerp in Belgium, through the Netherlands, with the German Ruhr region. Bringing this railway into use requires a major investment in order to comply with today’s demands of transport users and environmental regulations.

The ‘VERA’-project is part of the rail link between the ports of Antwerp and Rotterdam and extends the Belgium freight railway ‘Line 11’ to the Dutch rail link between Goes and Bergen op Zoom.

The ‘Maasroute’ project: This project improves the navigability of the river Meuse (Maas) from Ternaaien in Belgium to Weurt in the Netherlands over a total length of 222 kilometres. This includes the Julianakanaal, the Lateraalkanaal and the Maas-Waalkanaal.

The ‘Zuiderzeelijn’ project: The ‘Zuiderzeelijn’ is a planned (HSL or Transrapid-) rail connection between Amsterdam/Airport and Groningen in the north-east of the Netherlands with possible future extensions to Bremen and Hamburg in Germany.

In March 2000, the construction of the HSL-Zuid, the Dutch-Belgium part of the high-speed rail line that will connect Amsterdam, Rotterdam, Antwerp, Brussels and Paris, was officially started. Transport and station management will be realized with some form of Public Private Partnership and a long term contract has been agreed upon with a private “infra provider” for design, construction, financing and maintenance of the technical rail system of the HSL.

The construction of the Betuweroute, a dedicated freight railway between Rotterdam and the Dutch-German border, is progressing as planned.

First floating road in the Netherlands: The first floating road is to be built in the Netherlands by the end of the year. This will be an experimental stretch of no more than a hundred metres over a tributary of the River Maas, consisting of linked-up aluminium pontoons. On the top these will provide a sealed road surface. The rigid construction will mean that the traffic on the floating road will not be greatly troubled by movement. In the interests of safety the pontoons have been filled with polystyrene foam to render them unsinkable. It is expected that passenger vehicles will be able to travel over the water on the floating road at a speed of 80 km/h. The floating roads are particularly suitable as temporary diversions in the case of long-term maintenance work on bridges and roads, as access roads in areas regularly subject to flooding and as permanent links in areas with very weak subsoil.

Randstadrail contract signed: The Dutch Ministry of Transport, Public Works and Water Management and the local authorities concerned have signed the final Randstadrail contract. This is a light rail system linking up The Hague, Rotterdam and Zoetermeer with one another, making use of existing rail, metro and tram routes. The Dutch Government will be making a contribution of €770 million, and the regions a combined €136 million. Actual construction will start in 2003; the first travellers will be able to start using the new link as from 2006.

A-13: Methodological developments with regard to criteria for establishing priorities and programmes or infrastructure investment project

In 1998 the Ministry of Transport, Public Works and Water Management and the Ministry of Economic Affairs started a large-scale research programme on the Economic Effects of Infrastructure (OEEI). The result of the programme was a manual and eight report sections, which were published in 2000.

The reason to start this programme was the heated discussion among experts about the social return of large infrastructure projects. Differences in approach and definitions of effects explained partially why appraisals of effects of projects vary so much. As a result, public confidence in the bases of the projects was undermined. Politicians, however, do have to make decisions on transport projects. Such decisions are inevitably associated with great risks, which among other things, relate to uncertainty over future developments and effects. Under such circumstances, reliable and policy-relevant information is needed. The aim of OEEI was twofold:

1. To obtain a greater degree of agreement on the methodological framework for social evaluation of major infrastructure projects;
2. To provide methods of determining the effects and their contribution to welfare.

The programme led to the recommendation by the Dutch Government that, for large infrastructure projects, a cost-benefit analysis (CBA) should be carried out which will serve as a framework within which an integrated and transparent description of effects is possible. The result of this so-called Social CBA is a transparent overview of all effects, which are directly or indirectly linked to the project. The aim of this overview is not to replace the political decision-making. Its aim is to provide all relevant information, using unequivocal terms and solid foundations for evaluations, on which the political decisions are based.

With the development of the OEEI framework, the traditional CBA instrument has developed towards integral impact assessment. The OEEI manual provides tools to describe and, where possible, to quantify the effects and the uncertainty surrounding them. The manual also offers a basis for determining the contribution to the national welfare, including welfare distribution effects.

During the last two years OEEI has been used for the evaluation of several infrastructure projects. Based on those experiences an evaluation of OEEI was started this year. The evaluation focuses on the role of OEEI in the process of political decision-making, the way the OEEI-framework is used and the contents of the manual. In advance of the final report, the recommendations made are focusing on the process and on the contents of the manual.

A-14: Developments with regard to arrangements for financing infrastructure projects

In the Netherlands a special fund has been created for financing the main national infrastructure linkages: the Infrastructure Fund.

The Infrastructure Fund is part of the total national budget and is under responsibility of the Ministry of Transport. The elements of the fund are dry infrastructure, wet infrastructure (as far as they are related to transport), the large projects and contributions to other budgets of the Ministry of Transport, the Ministry of Environment and to the Fund for Economical Reinforcement . The total amount of expenditure in the year 2002 is €5,990,891,000. Chapter XII of the national budget which deals with the Infrastructure of Waterworks falls also under the responsibility of the Ministry of Transport.

In addition to this, the Ministry of Transport can make an appeal to the Fund for Economical Reinforcement. This fund is fed by the participation of the State in enterprises, benefits from natural gas, and revenues from public sales.

Also the Ministry of Transport makes use of Public Private Partnership (PPP). The Government takes advantage of the possibilities of PPS to create additional value in terms of efficiency and effectiveness. Integration of Public and Private financing will contribute to additional value.

Local and regional infrastructure is financed mostly by the Municipality Fund and the Regional Fund.

B

B (a) Employment in transport and communication branch (x 1000)

Year	Number of employees
1994	387
1995	379
1996	396
1997	393
1998	409
1999	433
2000	435

Source: Statistic Netherlands, Voorburg/Heerlen 2002-03-15

B (b) Total investment in transport sector

Government expenditure on land roads and waterways

Road maintenance authority	Land roads or waterways	Year	Investments (x mln euro)
National government	Land roads	1996	633
		1997	673
		1998	1110
		1999	1019
	Waterways	1996	92
		1997	110
		1998	133
		1999	128
Province	Land roads	1996	94
		1997	123
		1998	154
		1999	167
	Waterways	1996	14
		1997	10
		1998	15
		1999	27
Municipalities	Land roads	1996	927
		1997	1094
		1998	1204
		1999	1338
	Waterways	1996	10
		1997	11
		1998	14
		1999	10
Water board districts	Land roads	1996	12
		1997	10
		1998	9
		1999	11
	Waterways	1996	0
		1997	0
		1998	0
		1999	0
Other authorities	Land roads	1996	19
		1997	32
		1998	2
		1999	1
	Waterways	1996	-
		1997	-
		1998	-
		1999	-

Expenditure and revenues local government (x mln euro)				
Year	Purpose			
	Land roads	Waterways and ports	Transport services	Air traffic
1987	1152	247	1815	29
1988	1191	341	1817	37
1989	1286	285	1826	34
1990	1355	324	1909	48
1991	1353	395	2074	44
1992	1427	442	2166	59
1993	915	401	2243	161
1994	1096	450	2790	232
1995	1098	460	2484	112
1996	1214	405	2826	80

Source: Statistic Netherlands, Voorburg/Heerlen 2002-03-15

B (c) Total transport performance of the Dutch population

Total transport performance (x mln km)		
	Year	
	1999	2000
Total	186.6	186.6
Car (driver)	88.4	89.1
Car (passenger)	52.9	52
Train	15	15.4
Bus/tram/underground	7.5	7.5
Motorbike	1.1	1
Bicycle	13.1	13.1
Walking	3.9	3.9
Other	4.7	4.6

Passengers from end to Dutch airports (absolute)			
	Year		
	1999	2000	2001
All airports	37704030	40768990	40789564
Schiphol	36425113	39270610	39309441
Rotterdam	607167	696612	747827
Eindhoven	288294	340606	278517
Maastricht	293288	382896	359559
Groningen	90168	78266	94220
Arrivals in the Netherlands (absolute)			
Total	18818866	20308855	20349093
Schiphol	1818615	1958014	1962904
Departure from the Netherlands with destination (absolute)			
Eindhoven	152826	176773	145728
Maastricht	145436	208978	199538
Groningen	44753	38487	49105

Source: Statistic Netherlands, Voorburg/Heerlen 2002-03-15

B (d) National and international freight transport 1998-2000 (x1000 tons)

Modalities	Year	National and international freight transport	National freight transport
Total	1998	1378507	530279
	1999	1425268	584998
	2000	1456765	571993
Shipping	1998	407456	-
	1999	397310	-
	2000	424536	-
Inland shipping	1998	317458	97724
	1999	312381	99062
	2000	315061	102029
Road transport total	1998	545663	427989
	1999	608419	481303
	2000	584595	464746
Personal road transport	1998	130312	123346
	1999	152560	143829
	2000	153446	144565
Road transport and haulage	1998	415350	304643
	1999	455860	337474
	2000	431149	320181
Rail way transport	1998	25197	4566
	1999	25184	4633
	2000	28063	5219
Aviation	1998	1202	-
	1999	1219	-
	2000	1268	-
Pipeline transport	1998	81532	-
	1999	80755	-
	2000	104017	-

Source: Statistic Netherlands, Voorburg/Heerlen 2002-03-15

B (e) Length of networks

Length of navigable rivers and canals (km)				
Year	Total	Rivers	Canals	Other
1987	4832	841	3531	460
1988	4829	841	3528	460
1989	5043	841	3742	460
1990	5052	841	3751	460
1991	5052	841	3751	460
1992	5046	841	3745	460
1993	5046	841	3745	460
1994	5046	841	3745	460
1995	5046	841	3745	460
1996	5046	841	3745	460

1997	5046	841	3745	460
1998	5046	841	3745	460
Length of railway network (km)				
Year	Total	Electrified	Two or more tracks	
1987	2790	1913	1748	
1988	2810	1939	1774	
1989	2810	1939	1774	
1990	2780	1939	1774	
1991	2780	1939	1774	
1992	2791	1987	1771	
1993	2811	1987	1828	
1994	2813	1991	1831	
1995	2813	-	1835	
1996	2813	-	1853	
1997	2805	-	1853	

Length of paved road network (km)					
Year	Total	National highway	Other important national roads	Provincial roads	Other roads
1987	99656	-	-	-	-
1988	100892	1987	2297	8759	87849
1989	101875	-	-	-	-
1990	102860	-	-	-	-
1991	103845	-	-	-	-
1992	104831	2118	2140	8361	92210
1993	106961	-	-	-	-
1994	109091	-	-	-	-
1995	111221	-	-	-	-
1996	113419	2208	998	6910	103304
1997	115617	-	-	-	-

Source: Statistic Netherlands, Voorburg/Heerlen 2002-03-15

B (f) Transport equipment

Number of motorcycles on 1-1-2001 (absolute)

Year of construction	Number
1990	17628
1991	20787
1992	22598
1993	22711
1994	18145
1995	16373
1996	16459
1997	15728
1998	14058
1999	17125

2000	18096
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Number of passenger cars on 1-1-2001 (absolute)

Year of construction	Type of fuel					Total
	Petrol	Diesel	LPG	Electricity	CNG*	
1990	333204	29025	17499	-	-	379728
1991	360275	34124	19596	4	1	414000
1992	368755	44868	25323	3	-	438949
1993	298863	34879	22095	2	3	355842
1994	325703	44538	27028	4	3	397276
1995	327835	55080	28776	4	1	411696
1996	343083	65476	29898	-	3	438460
1997	344397	74972	29314	8	9	448700
1998	382907	103243	27615	4	12	513781
1999	437342	134890	19693	2	10	591937
2000	434304	132490	16527	24	3	583348

* Compressed Natural Gas

Number of industrial vehicles on 1-1-2001 (year of construction 1900-2000, absolute)

Type of vehicle	Number
Delivery vans	755977
Trucks	83458
Lorries	59828
Special vehicles*	39599
Busses	11374
Total	950236

* e.g. fire engines

Number of Dutch aircrafts (absolute)

Year	Total	Jet engines	Propellor turbine engines	Piston engines	Helicopters	Gliders	Ultralights
1992	878	160	123	595	39	587	177
1993	870	142	120	608	42	618	197
1994	873	138	123	612	43	644	213
1995	892	156	108	628	45	659	231
1996	901	149	106	646	45	675	249
1997	943	168	109	666	56	690	258

Amount of railway equipment (absolute)

Year	Locomotives	Traveller's equipment	Seats
1992	505	2563	177000
1993	545	2519	180000
1994	532	2631	188000
1995	526	2611	196000

1996	495	2631	198000
1997	395	2684	201000

Amount of railway equipment for passenger transport (absolute)

Year	Drawn equipment	Electrical trains	Diesel trains
1992	665	1644	254
1993	803	1462	254
1994	807	1570	254
1995	792	1565	254
1996	743	1634	254
1997	740	1641	303

Number of trams and underground trains (absolute)

Year	Trams	Underground trams and express trams	Seats
1992	577	226	54147
1993	554	226	53830
1994	491	229	49244
1995	483	228	48682
1996	481	228	48824
1997	480	230	48966

Merchant fleet Dutch flag (absolute)

Year	Total number of sea-going vessels	Tonnage		Passenger ships	Bulk goods ships total	Tankships	Other bulk goods ships
		< 4000 GT	> 4000 GT				
1995	385	249	136	7	253	53	195
1996	379	247	132	6	146	51	95
1997	439	287	152	12	174	63	111
1998	481	310	171	12	184	57	127
1999	524	338	186	12	203	58	145
2000	558	345	213	13	212	56	156
2001	591	351	240	15	220	61	159

Year	General cargo ships	Uniform cargo	Other general cargo ships
1995	125	51	74
1996	227	49	178
1997	253	56	197
1998	285	63	222
1999	309	75	234
2000	333	86	247
2001	356	80	276

Active inland waterway fleet (absolute)

Year	Total	Freighters	Tank ships	Ships for special purposes
1992	5524	4901	551	72
1993	5792	4974	597	221
1994	5750	4906	601	243
1995	5559	4746	590	223
1996	5067	4410	556	101
1997	5003	4258	635	110

Source: Statistic Netherlands, Voorburg/Heerlen 2002-03-15

UNITED KINGDOM

A.

I. General transport policy aspects

Mode - Rail

1. The Strategic Rail Authority (SRA) operates under Directions & Guidance issued by the Secretary of State. The most recent of these were issued 11 April 2002. These confirm that SRA's objectives are to deliver the rail aspects of the Government's Ten Year Transport Plan, with particular reference to specific targets:

- to increase passenger rail use in Great Britain by 50%, with investment in infrastructure and capacity, while at the same time securing improvements in punctuality and reliability;
- to reduce London overcrowding to meet SRA standards;
- to achieve a substantial increase of up to 80% in rail freight by 2010 – provided the rail freight companies can deliver improvement in performance and efficiency. An expansion of rail services will make an important contribution to reducing future levels of congestion on the roads.
- Key steps towards the creation of a bigger and better railway were taken with the Transport Act 2000 and substantial additional resources in the Government's 10-Year Transport Plan.

And include objectives:

- to provide leadership for the rail industry and ensure that different parts of the industry work cooperatively towards common goals
- to secure progressive improvements in the performance of rail services and levels of customer satisfaction
- to encourage private investment in the rail industry

SRA published its Strategic Plan in January 2002 outlining priorities for the short and medium terms in the context of its longer-term vision for the railways. The Strategic Plan sets out a series of projects and various timescales, which if met, will deliver the above targets. The Strategic Plan is reviewed annually and will be accompanied by a range of “daughter” strategies covering specialist areas.

In March 2002 SRA and the Office of the Rail Regulator also published a Concordat setting out how the two organizations will work better together in the future to deliver the Government’s objectives for rail transport.

Transport Act 2000

The Transport Act 2000 set up the Strategic Rail Authority (SRA) and provides for more effective regulation of the industry by the SRA and the Rail Regulator.

The SRA has the responsibility to promote rail use for passenger and freight services, plan the strategic development of the network, work closely with other transport providers, and promote integration between transport modes.

The Rail Regulator will continue to set the structure and level of the charges that Railtrack can make for access to the network. He will ensure that Railtrack (in Railway Administration) or its successor/Company Limited by Guarantee (CLG) does not abuse its monopoly position and will enforce its network licence conditions.

The Regulator has a duty to facilitate the furtherance by the SRA of its strategies, which will ensure that both regulatory bodies are working towards the same broad goals. Both the Regulator and the SRA are subject to statutory guidance from Ministers.

Government’s Franchising Policy Statement

In December 2001 the Government issued its Franchising Policy Statement, which seeks both rapid benefits for passengers and long-term investment in rail franchises. As well as improvements in punctuality and reliability, it asks the SRA to seek benefits such as reductions in overcrowding, better services and facilities, and improved passenger information from franchises.

The SRA’s revised franchising programme, which is outlined in the Strategic Plan, sets out what action it proposes to take to achieve these benefits on each individual franchise.

2. RAILTRACK

As has been widely reported, Railtrack plc – the principal national railway network provider for the UK – went into administration following an application by the Government to the High Court on 7 October 2001. This order currently remains in force. As required by the order, the administrators are seeking to transfer Railtrack’s functions as network operator as a going concern. Railtrack (in administration) continues to act as network operator in the meantime.

While it is open to any party to bid to take over Railtrack's functions, the Government has been concerned to ensure that its successor is properly structured to provide a stable and viable long-term framework for network development. In that context, the Government has set out what it would regard as an attractive successor vehicle and has secured that a bid of this kind was brought forward. If successful, this bid would lead to the replacement of the current share capital-based vehicle with a company limited by guarantee (i.e. profit to be reinvested rather than distributed).

3. HM Chief Inspector of Railways' Annual Report 2000-01, published in December 2001, revealed that overall rail safety continues to improve gradually year on year. For the period 1 April 2000 to 31 March 2001, train incidents (collisions, derailments, hitting obstructions, fires etc.) fell by 5%; signals passed at danger (SPADs) on the main network fell by 20% overall; and there was a 23% reduction in reported broken rails. However, not all trends were positive. Assaults on staff rose to record levels; train incidents due to vandalism remained at a high level (55%); and fatalities involving trespassers and suicides rose by 9%.

Rail safety was dominated in 2001 by the publication of three reports resulting from Lord Cullen's public inquiry following the Ladbroke Grove train crash in October 1999.

The report from Professor Uff and Lord Cullen's joint inquiry into train protection systems was published on 29 March 2001. It endorsed the Government's existing policy to install the Train Protection and Warning System (TPWS) across the rail network by the end of 2003, and also set out a programme for the new European Rail Traffic Management System (ERTMS) on high-speed and other lines. The industry established an ERTMS Programme Board with cross-industry representation to investigate the feasibility, practicability, and costs of fitting ERTMS. The Programme Board will report its findings to the HSC who will advise the Government on the way forward.

Part 1 of Lord Cullen's report into the immediate causes of the crash was published on 19 June 2001. The Secretary of State asked the Health and Safety Commission (HSC) to ensure that the 89 recommendations are acted upon and to report back to him. On 14 March 2002 the HSC published a progress report on action taken during the six months since Cullen 1 was published (i.e. to mid-December 2001).

Part 2 of Lord Cullen's report, which was published on 20 September 2001, looked at the whole rail safety regime. The Secretary of State has asked the Health & Safety Commission to ensure that the 74 recommendations are acted upon. The HSC intends to publish a progress report on implementation of the recommendations in spring 2002. The Government is committed to taking forward the recommendations to establish an independent Rail Accident Investigation Branch and a fully independent Rail Industry Safety Body.

On 28 February 2001 a Great North Eastern Railway (GNER) Newcastle to London train collided with a road vehicle that had left the M62 motorway. The GNER train was derailed by the collision, and veered into the path of an oncoming northbound Freightliner coal train killing a total of 10 people. The Deputy Prime Minister, John Prescott, asked the HSC to convene and lead a working group to look at the circumstances of incidents where vehicles have blocked rail lines and whether there are features in common that might have been preventable. In parallel the

Highways Agency (HA) reviewed its standards for safety barriers. The HA and HSC working group reports were published on 25 February 2002. Minister for Transport, John Spellar, accepted all 19 separate recommendations of both reports.

4. SRA's targets are predicated on achieving modal shift from road to rail in both passenger and freight transport.

Franchise Agreements awarded to passenger rail operators contain a number of measures to stimulate integration between transport modes. SRA also administers Freight Grants to stimulate the growth in rail freight within available capacity.

Several of the SRA's strategies are targeted at making best use of existing rail capacity. As part of its remit, SRA is preparing a Capacity Utilisation Strategy for consultation in 2002.

III. Infrastructure aspects

Mode - Rail

Section 1 of the Channel Tunnel Rail Link (CTRL), from the Tunnel to Fawkham Junction in Kent, is now 83% complete, on budget and on time for completion in 2003. Work began on CTRL Section 2, from Ebbsfleet in Kent to St Pancras in London, last year and it is due for completion by 2007.

In order to achieve its aims, the SRA is committed to working with the GB land use planning system and in November 2001 published its Land Use Planning Statement and Guide for Local Planning Authorities and Regional Planning Bodies.

The SRA has a great interest in the UK Government's proposals for changing the planning system as set out in the recent Green Paper. SRA has responded to this document to ensure that any changes in the planning system also help to secure the Government's objectives for transport generally and railways in particular.

SRA assists in the coordination of transport and land-use planning in England and Wales. In the English regions, Regional Planning Guidance (RPGs) set out broad strategic policies at regional level and provide an overall development strategy within which local authority development plans and local transport plans can be developed. Each RPG must include a Regional Transport Strategy (RTS) which sets out regional transport priorities for transport investment and provides a strategic steer on the role and future development of railways and other transport modes. The SRA is engaged in both the RPG and RTS processes with the clear role of advising the Government Offices and regional bodies on the rail proposals in RTSs. RPGs inform the development of SRA's Strategic Plan.

According to SRA's Strategic Plan, it is envisaged that most new rail projects will be financed by Public Private Partnerships, rather than through capital support from public funds. Funders and passengers will pay for use of the projects, once delivered, through long term payment commitments. (Links can be found at <http://www.sra.gov.uk/sra/Publications/Default.htm> and also <http://www.dtlr.gov.uk/trans2010/index.htm>)

B.

- (a) Employment by mode of transport - data on every mode is available each year through Office of National Statistics (ONS) Standard Industrial Classification and Labour Force Survey. (Link can be found at <http://www.statistics.gov.uk/themes/transport/default.asp>)
 - (b) Total investment figures for the transport sector are detailed in Table A2 in Annex 1 of the Government's Ten Year Plan which can be found at <http://www.dtlr.gov.uk/trans2010/plan/15.htm>. Investment in the transport sector - rail historic investment is collected each quarter through ONS, rail planned investment survey under consideration (probably through SRA). For buses there is no regular investment survey but there is limited data on investment available e.g. some data on the Passenger Transport Executive investment in bus priority measures and guided buses.
 - (c) Volume of passenger transport - passenger boardings are collected annually by the Transport Statistics Division of the Department of Transport, Local Government and the Region (DTLR) for bus and rail systems, passenger kilometres are also collected annually for each rail system (but passenger kms are estimated for buses). Data broken down by Great Britain (GB) region or rail system as appropriate. International rail passenger traffic through the Channel Tunnel is collected on a 4 week cycle.
 - (d) Volume of freight transport - GB rail freight is collected each quarter (by SRA) for tonnes lifted and tonne-kms hauled, international freight through the Channel Tunnel on HGVs on LeShuttle and EWSI trains is collected by DTLR's Transport Statistics Division on a 4 week cycle.
 - (e) Length of networks - national rail and other rail/metros network length data are collected annually. Bus public service supply in terms of vehicle kilometres operated is collected annually.
 - (f) Transport equipment - stock of vehicles for public bus, coach and rail services collected annually.
-