



The Dutch Practice: A Complex Puzzle Towards Manageable Projects

Teaser: Dutch infrastructure projects follow a strict phasing of research, exploration, plan development, and execution. Each phase has its own mandatory information profile and budgetary agreements. In this way, financial manageability is built up and secured in phases. Due to increasing deficits in the funding of infrastructure, improving the financial manageability is high on the agenda. At the same time, Dutch mobility policy is undergoing a transformation, driven by developments regarding scarce physical, financial, and environmental space. Together, this presents a major challenge for designing a future-proof governance model for infrastructure projects, but also opportunities to address mobility challenges in new ways.



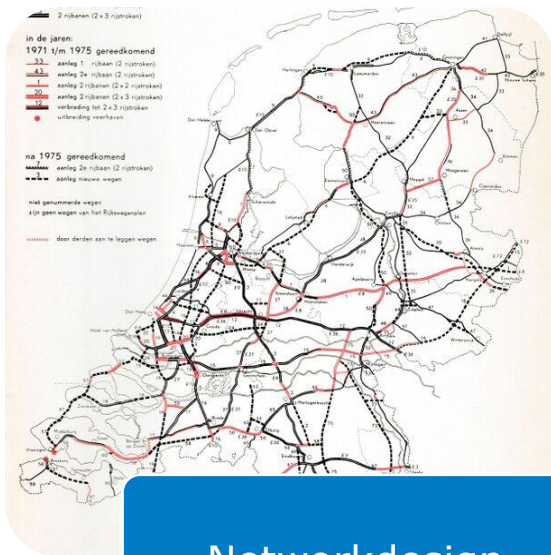
Ministerie van Infrastructuur
en Waterstaat

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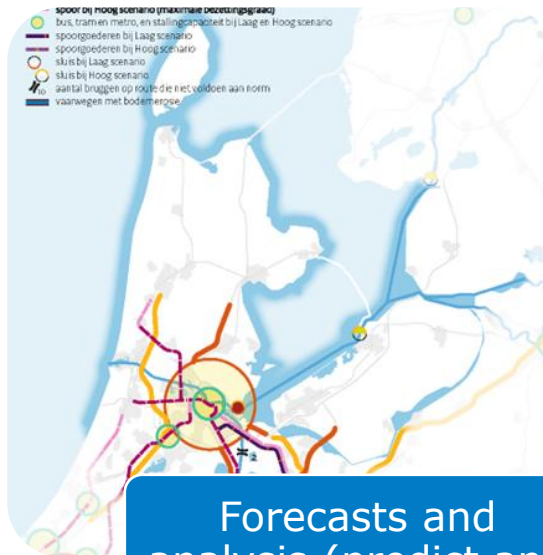
Dylan Koenders

Ministry of Infrastructure and
Water Management

Brief history of Dutch infrastructure planning



Networkdesign



Forecasts and
analysis (predict and
provide)



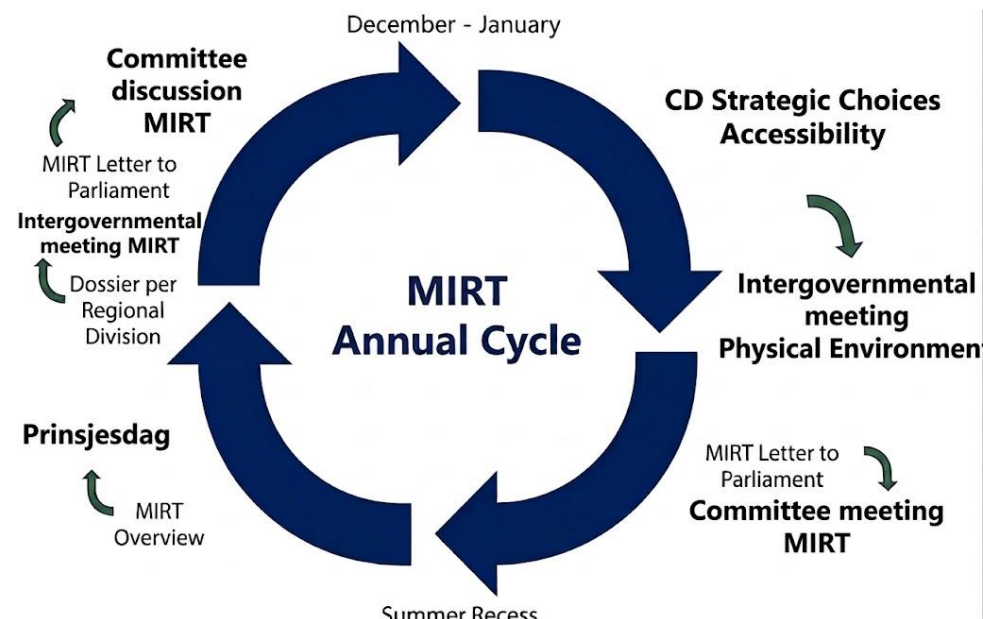
Vision and goals for
accessibility (decide
and provide)

Now



Current Governance: MIRT-proces

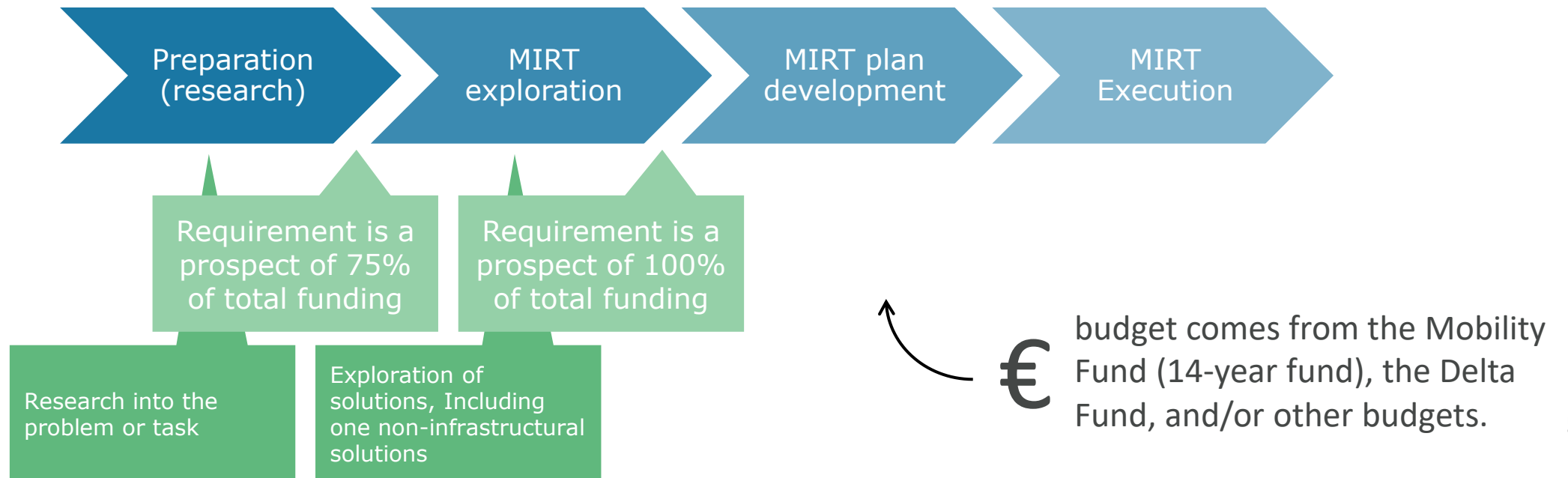
- › MIRT: Long-term Program on Infrastructure, Spatial Planning and Transport
- › Every-year cycle of political debates about the spendings on infrastructure
- › Goal: Realizing coordinated and coherent investments in the physical domain.





Current Governance: MIRT-proces

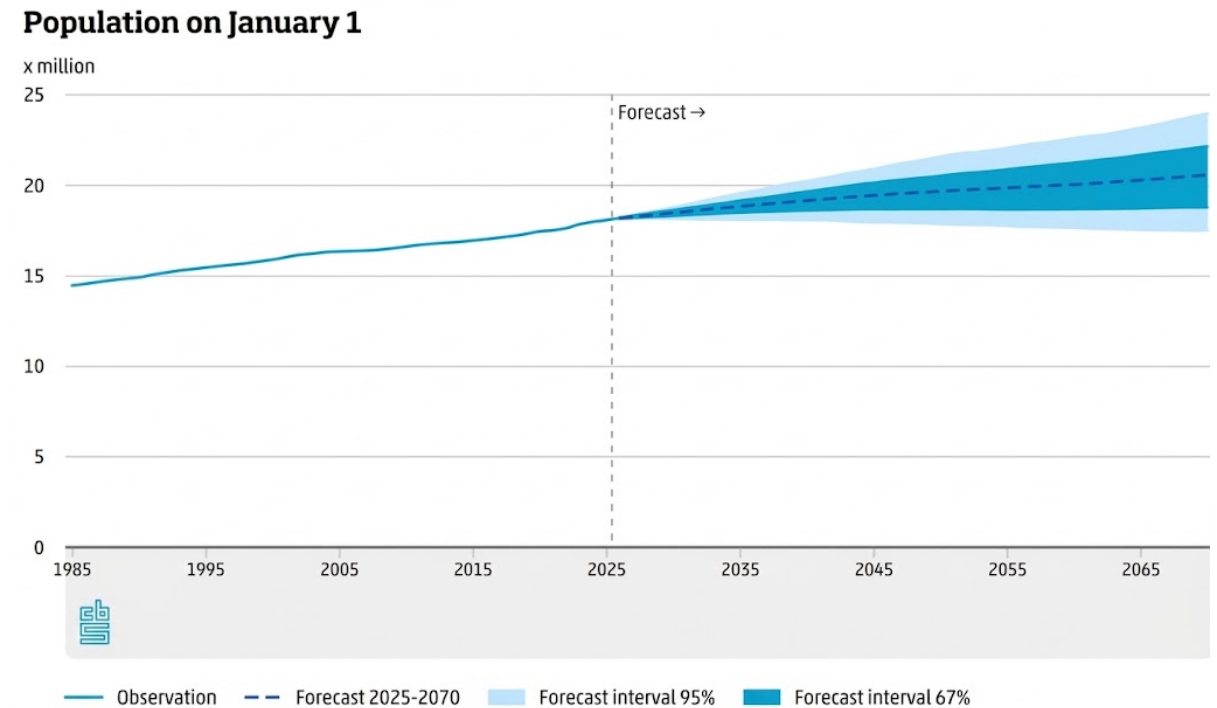
- › Each project follows the same steps
- › Each step has its own rules
- › Every following step is decided upon in joint MIRT-meetings (national government, provinces and municipalities)





Challenges: crises while shifting paradigms

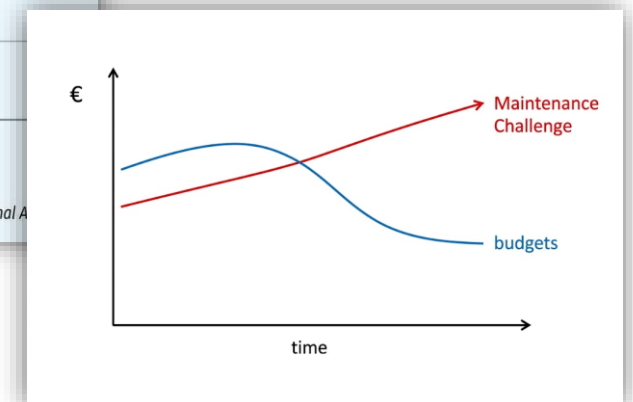
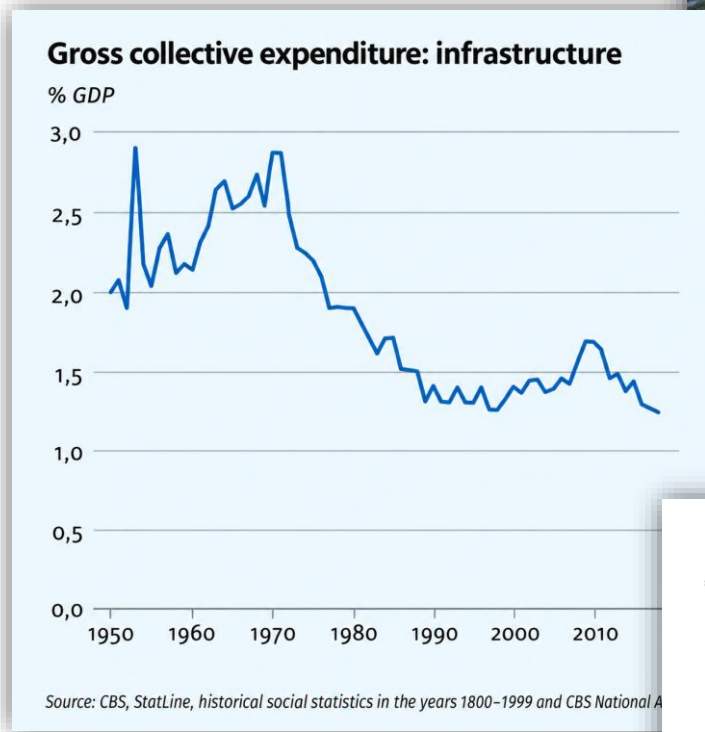
- > Shortage of
 - Physical space
 - Environmental space (for example the nitrogen-crisis)
 - Financial means (for infrastructure)
- > While:
 - Continuing demographic and economic growth, thus growth in mobility demand
 - Increasing demands for execution and integration of mobility infrastructure (due to climate change, decreasing physical space, etc.)





Challenges: declining spending on infrastructure

- > Percentage of GDP spend on infrastructure has peaked in the 1960's and '70's and has been in decline ever since
- > Rising costs for maintenance and ongoing infrastructural projects
- > Deficits in budget for maintenance and renewal





Answers:

Broadening the view on the issue

Narrowing the funding from the Mobility Fund

Revisioning of the MIRT

- Broadening of the scope of the debate; explore new solutions in spatial planning and facilities (instead of mobility / infrastructure)
- Narrowing the possibility's to lay claim on the mobility fund

Mobility vision:

- From: minimalizing economic losses of waiting time
- To: increasing accessibility and certainty of supply with the modality best fit for purpose

Nota Ruimte (long term vision on the physical environment)

- Addition of housing and facilities in spational planning (education, health-care, supermarkets, work)

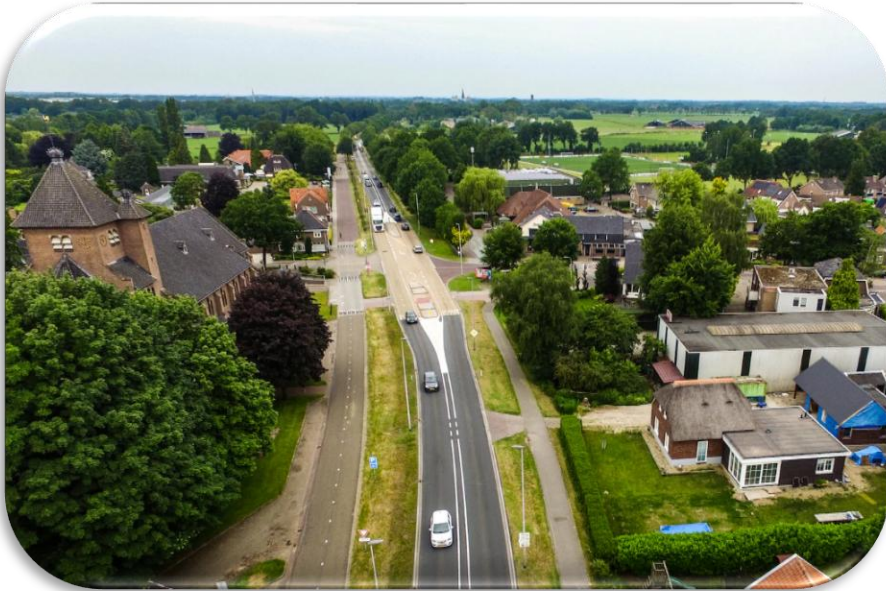
Solutions for funding of national infrastructure (Mobility Fund)

- Prioritization of maintenance
- Alternative funding



Effects on the practice of projects

Example 1: N35, different approach on facilities?



Example 2: Brainport Development (Eindhoven region): different approach on funding