



FOLKETINGET

Åbent dialogmøde om nye måder at arbejde med mobilitetsbeslutninger i Danmark

Transportudvalget

26. november kl. 13-14:30 i lokale 1-133



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Velkomst

Rasmus Prehn (S), formand for
Transportudvalget

Åbent dialogmøde om nye måder at arbejde med
mobilitetsbeslutninger i Danmark
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Aske Nydam Guldberg

IDA's næstformand

Åbent dialogmøde om nye måder at arbejde med
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FOLKETINGET

Søren Have

CONCITO

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Hvorfor behøver vi ændret tilgang til mobilitet og infrastrukturplanlægning?

Dialogmøde med Folketingets Transportudvalg
26. november 2024, Søren Have, CONCITO

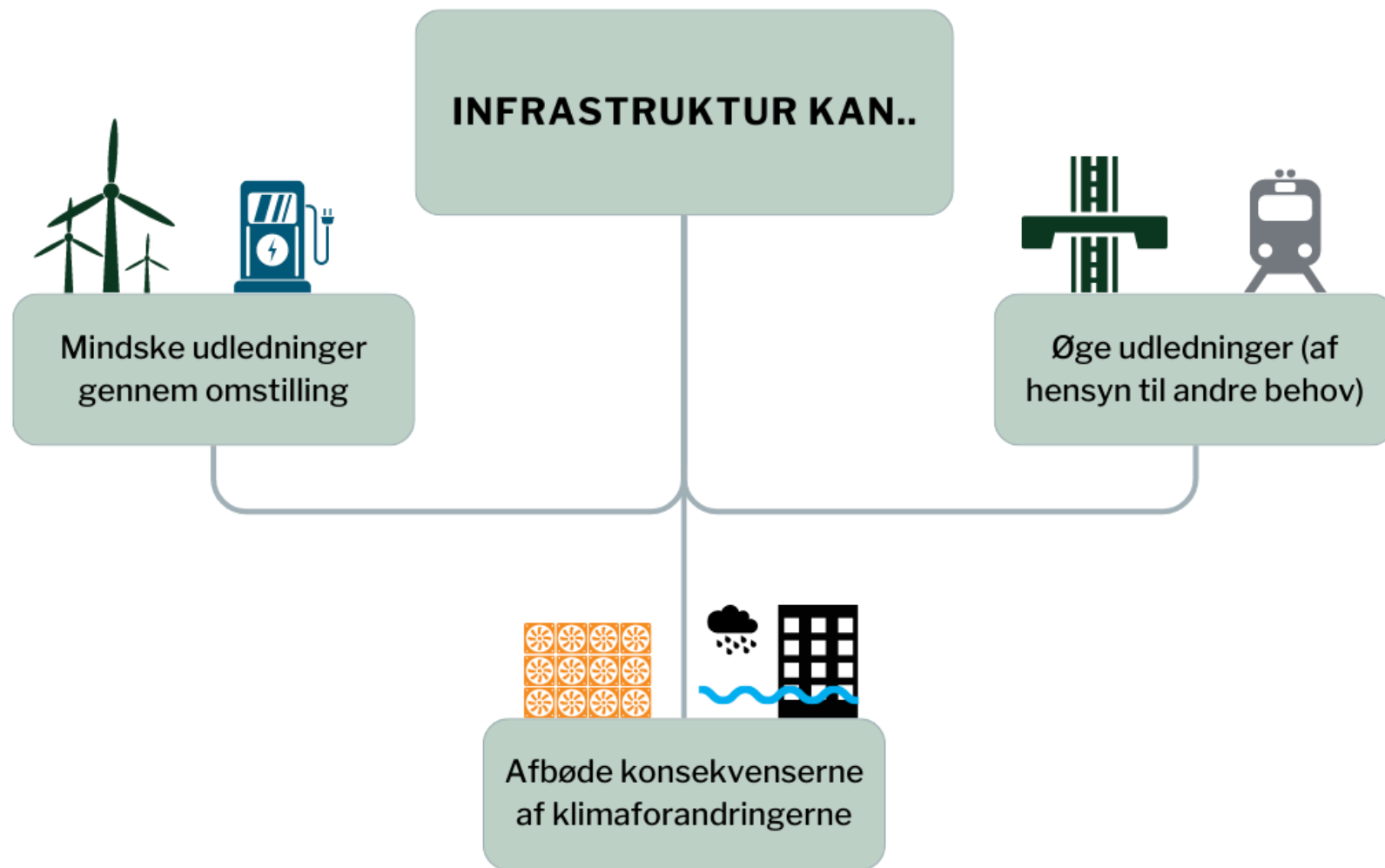
Mere mobilitet er ikke altid umagen værd

- Mobilitet omtales som et nærmest **ubetinget gode**, som vi skal have mere af, men mobilitet er **ikke gratis**. hverken for den enkelte eller samfundet.
- Udover klimaet presses også **natur, arealer, bymiljø, sundhed, ressourcer** og **planeten** af den fortsatte vækst i den motoriserede mobilitet
- Prioriteterne i samfundet er i **forandring**, uden at dette er afspejlet i en samlet refleksion om, i **hvilken retning** mobiliteten skal udvikles.
- Hidtil har fokus været på at **øge mobiliteten** og spare transporttid gennem 'predict & provide' tilvejebringelse af mere infrastruktur.
- Dermed træffes beslutninger, herunder om infrastrukturprojekter og aktuelt del-strategier for cykling og kollektiv trafik **uden en overordnet sigtelinje**



Hvorved klima- og naturhensyn for ofte bliver en eftertanke

Samtidig er der rift om ressourcerne



Nuværende tilgang kan derved:

- Forsinke den grønne omstilling eller gør den dyrere
- Øge risikoen for fejlinvesteringer i 'business as usual'-projekter
- Allokere såvel CO₂-budget som knappe ressourcer på klimamæssigt u hensigtsmæssige projekter.

Ikke kun i forhold til råstoffer og arbejdskraft...

Kort nyt | 4. aug kl. 13:33

Vand på vejen spærrer Helsingørmotorvejen og Nordhavnstunnelen

LÆS OP ORDBOG TEKST

AF
Anna Danielsen Gille

Helsingørmotorvejen er netop nu blevet helt spærret for trafik i sydgående retning lige inden Hans Knudsens Plads grundet oplyser P4 Trafik.

Flere bilister sidder i øjeblikket også f

Også Nordhavnstunnelen er spærret

09/09/2024 KL. 17:42

En meter vand i tunnel: Oversvømmelser spærrer motorvej og giver massiv kø

Politiet melder om "massiv kø" på Helsingørmotorvejen mandag eftermiddag. En meter vand i tunnel.

DEL ARTIKLEN GEM PÅ LÆSELISTE

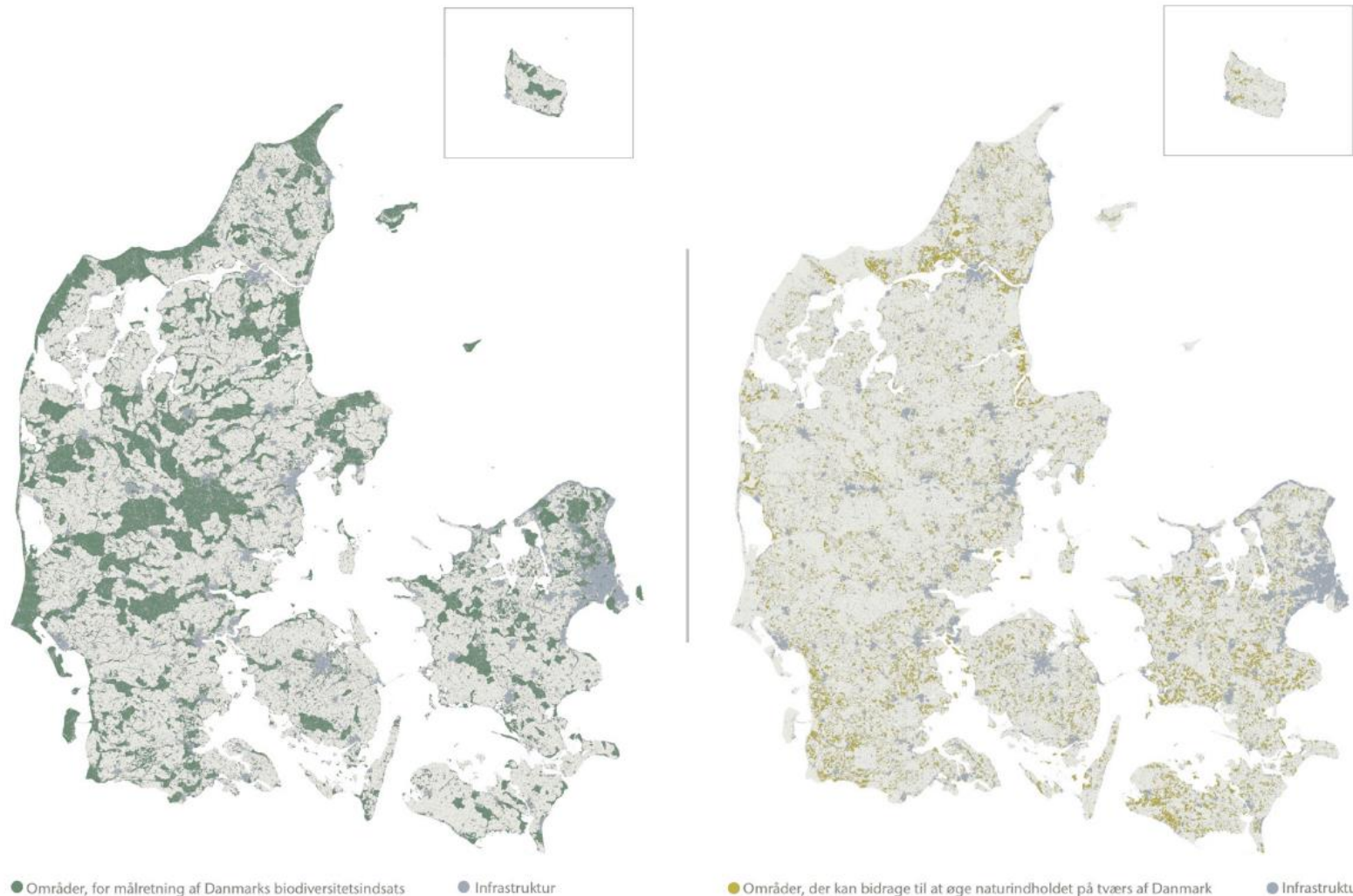


"... der står cirka en meter vand på kørebanen i Nordhavnstunnelen ved Lyngbyvej indgående"

"... det skønnes, at en komplet stormflodssikring af København vil koste omkring 12-13 mia. kroner."

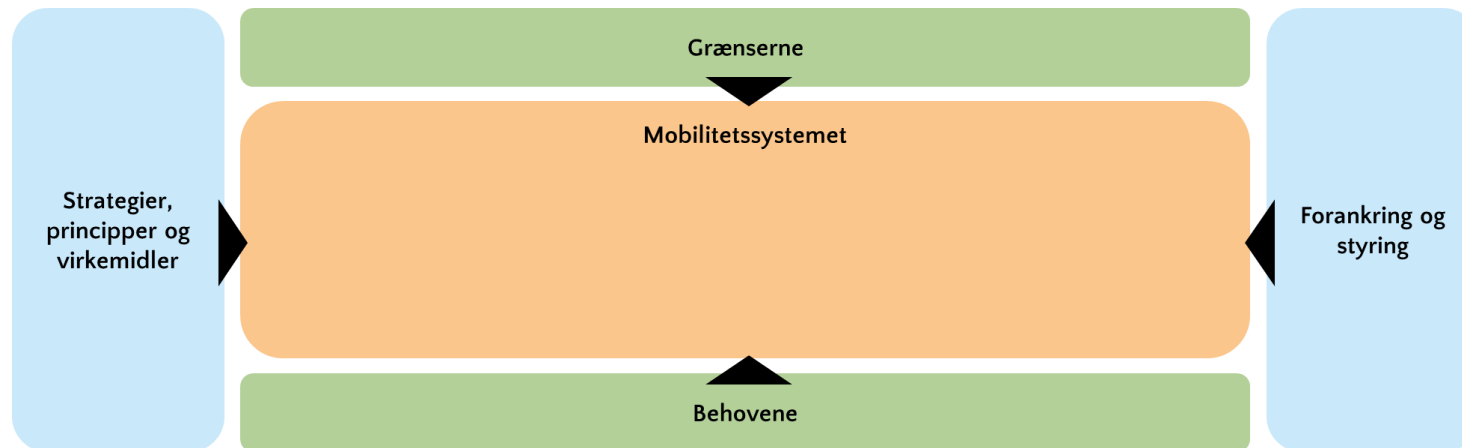


... også arealmæssigt



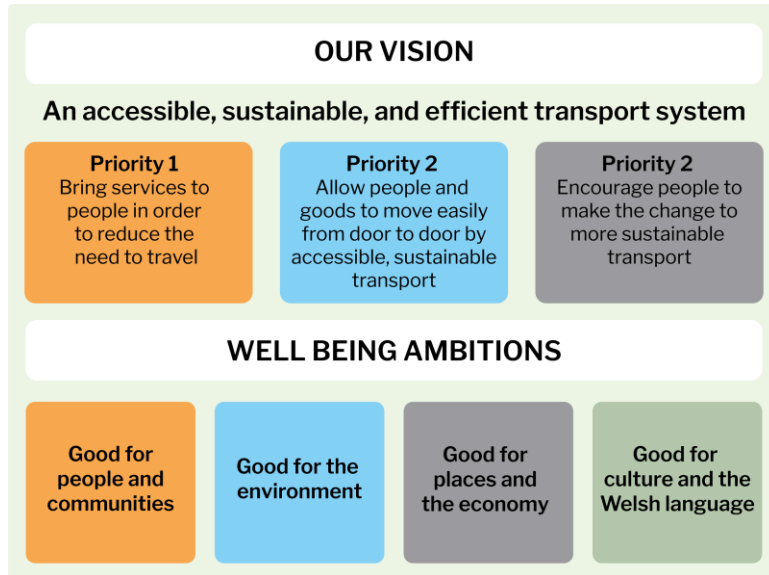
Derfor brug for at sætte retning og mål, med respekt for (nye) begrænsninger. Men hvordan det?

- Alt kan ikke sættes på formel, så hvordan afvejes legitime behov for transparens med det tilsvarende legitime behov for politisk handlerum?
- Denne type spørgsmål håndteres typisk i en overordnet strategi – så hvordan får vi en sådan i Danmark?
- Det har CONCITO (meget inspireret af Wales) et bud på:



Hvad er det Wales' regering har vedtaget?

1 2021: Nye transportmål, på baggrund af national 'Well-being Act'



2 2021-2022: 'Roads Review Panel' nedsættes og gennemgår projekter



Use the Five ways of Working Engage with people and take well-being into account at each Stage

Before you start	
Stage 0 Make the case for change	Find and review existing information (including lessons) from previous policies, programmes. Develop SMART objectives linked to the Wales Transport Strategy and other key policies. Do this in house.
Scope the programme or project	
Decide how much work and what kinds of work are needed to develop the policy, programme or project. Support it with an engagement plan and briefs for consultants if needed. Use the scoping process to decide what kind of WeTAG you might need (ie, standard or plus).	
Get initial gateway approval from stakeholders and potential funders to develop the work further. Projects over £5m and controversial projects seeking Welsh Government funding may need Welsh Government approval before proceeding to Stage 1 as well as further approval between subsequent stages.	
Develop the project, policy or programme	
Stage 1 strategic outline case - create a long list of options	Use our menu of options to include behaviour change and non-transport measures. Use data on transport modelling, well-being and user needs. Select options that are a strategic fit with Welsh Government policy and deliver demonstrable well-being benefits.
Stage 2 outline business case - narrow down options	Use the five criteria to reduce the list of options to those that not only demonstrate a strong strategic fit but deliver well-being benefits, and are affordable, deliverable and manageable.
Design the final programme, policy or works package	
Finalise the programme or project design in sufficient detail to complete the business case including design, delivery, costs, and management.	
Stage 3 complete the full business case	Prepare a full business case for the final option using the five dimensions of a business case - strategic fit, well-being, affordability, deliverability and management. Support this with quantitative and qualitative information. New transport plans such as RTPs can include business case information in the main document.
Complete the integrated well-being appraisal and statutory impact assessments	
Include measures based on the Wales Transport Strategy monitoring framework and feedback from stakeholders.	
Deliver the project, policy or programme	
Secure planning consents, orders and funding agreements. Secure other approvals including Cabinet or Ministerial sign off as needed. Develop detailed specifications and contracts. Procure the works or services or implement the policy or programme. Oversee and manage short- and long-term delivery including maintenance.	
Monitor and evaluate the project, policy or programme	
Monitor progress. Provide an annual progress report to the funding body. Learn from the project and use the results to inform future projects or programmes.	

NB: Det blev ikke besluttet at stoppe vejbygning fuldstændigt, men barren for nye projekter blev hævet kraftigt.

3 2023-2024: Wales' transportministerium indarbejder anbefalinger

CONCITO

DANMARKS GRØNNE TÆNKETANK

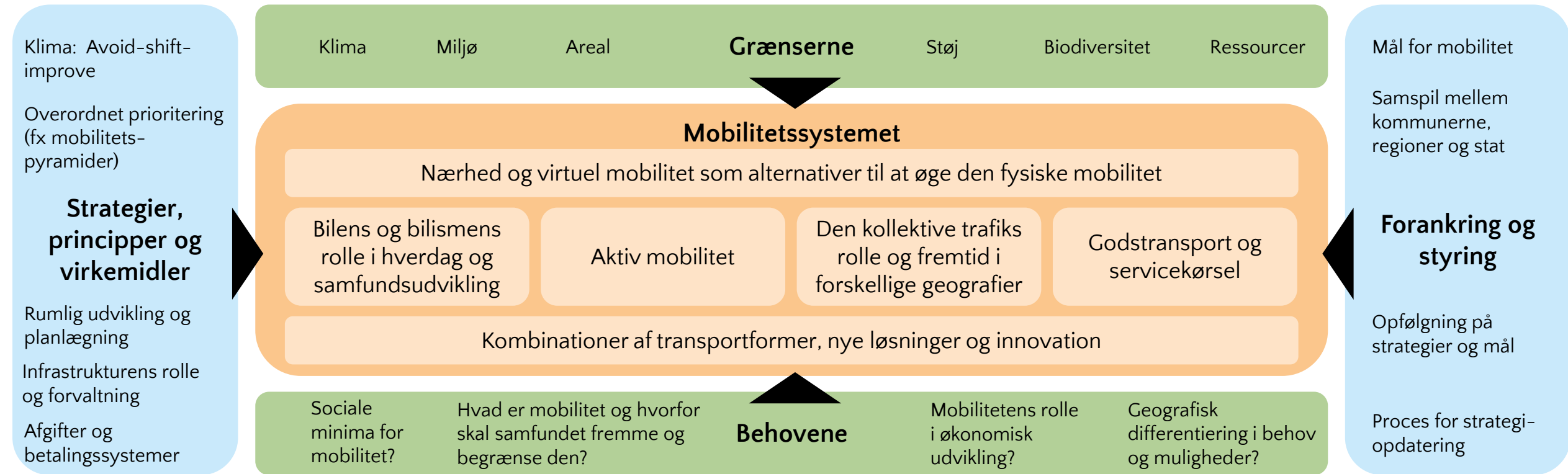
Tak for opmærksomheden!

sha@concito.dk

5 trin til en mobilitetsstrategi



Eksempler på hvad strategirammen kunne indeholde





FOLKETINGET

Michael Knørr Skov

COWI

Åbent dialogmøde om nye måder at arbejde med
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Transportudvalget

An aerial photograph of a dense forest with a winding road on the left side. Several cars are visible on the road. The trees are mostly bare, with some showing autumn colors like yellow and orange. The text 'MOBILITET 2050' is overlaid in large white letters across the center of the image.

MOBILITET 2050

De seneste 25 år



Tænk tanken

Tænk tanken



Henrik Sylvan



Lars Larson



Lauge Floris Larsen



Holger Bisgaard



Daria Krivonos



Signe Klintgaard Korać



Thomas Grave-Larsen



Pernille Lytzen



Ole Kveiborg



Mette Dalsgaard



Søren Husted



Kristian Hegner Reinau



Jakob Christensen

Sekretariat



Rasmus Lind Simonsen



Paul Hertz



Michael Knørr Skov

Kritikerpanel



Karsten Lauritzen



Otto Anker Nielsen



Malene Freudendal-Pedersen



Michael Svane



Peter Hostrup Rasmussen

Tænketankens 9 anbefalinger

Igangsæt et nationalt mobilitetsprogram



Samtænk by og trafik



Gør samfundet teknologiparat



Stop transportspild



Øg kvaliteten af de fælles løsninger



Investér i nationale og internationale korridorer



Gode vilkår for erhvervstrafikken



Sæt livskvaliteten i centrum



Opret et mobilitetsråd





MOBILITET2050



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Spørgsmål og refleksioner

Ved Transportudvalgets medlemmer

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FOLKETINGET

Inga Margrete Ydersbond

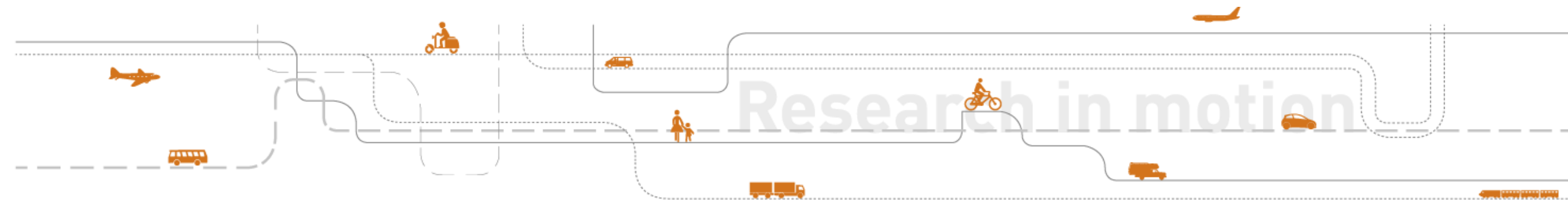
Seniorforsker,
Transportøkonomisk Institut, Norge

Åbent dialogmøde om nye måder at arbejde med
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Top politicians' use of decision-making premises in major public projects

Inga M. Ydersbond, w. Askill H. Halse, Andreas K. Tveit and Tom Christensen.

Presentation for Folketingets Transportudvalg, 26 November 2024, Teams



concept

Inga Margrete Ydersbond, Andreas
Kokkvoll Tveit, Tom Christensen og
Askill Harkjerr Halse

**Topp-politikerens bruk av
beslutningsgrunnlaget for
store statlige investeringer**

Concept-rapport nr. 72



Background

- The Norwegian State Quality Assurance Scheme (> 1 bn. NOK)
- Previous research is based on document studies, expert interviews and quantitative analyses
- So far no studies where the decision makers are a prime information source

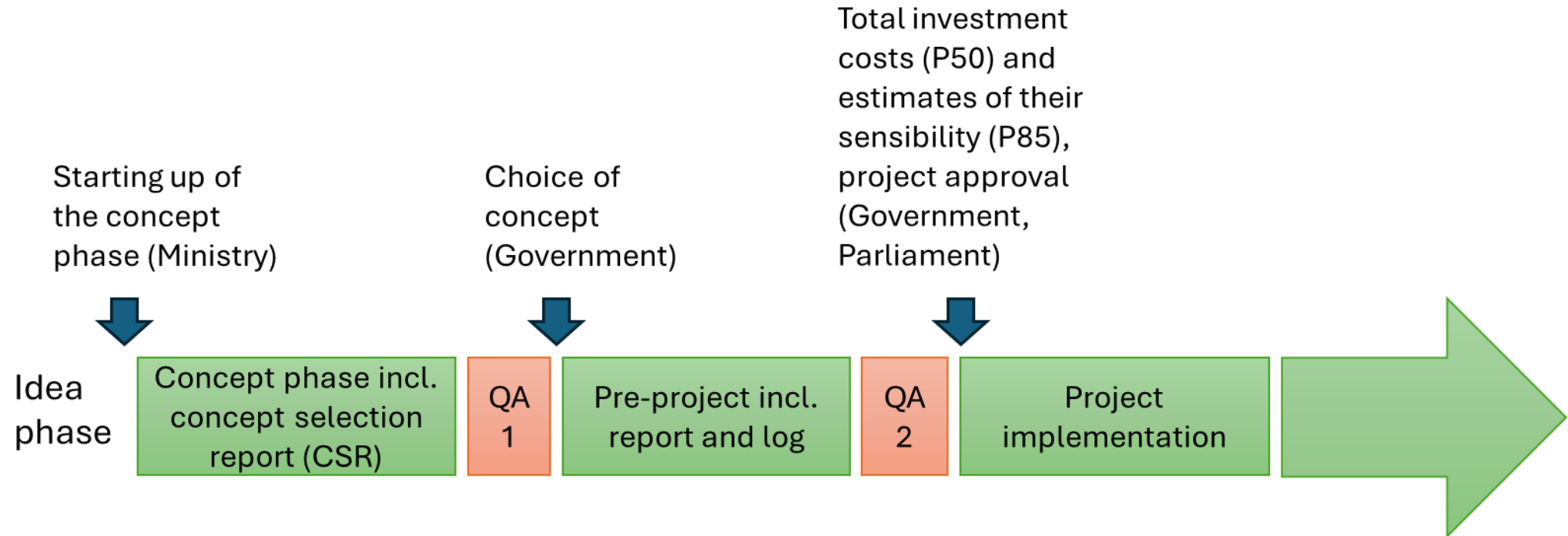


Photo: Kystverket, Snøhetta, Plomp

Why do we have the quality assurance (QA) scheme?

- Attain better overall results of investments, avoid wrong investments
 - *QA2 from 2000, QSR/QA1 from 2005*
- Ensure political control
- Ensure that the projects:
 - a) provide the expected benefits (QA1)*
 - b) contribute to the desired development in society (QA1)*
 - c) efficient resource allocation (QA1)*
 - d) attain what is envisioned in the project plan (QA2)*
 - e) use time and resources efficiently (QA2)*

The front-end model



Source: Ministry of Finance, 2023, p. 5.

Main research questions

- How do Norwegian top executive politicians perceive and use the decision-making premises they obtain from expert QA reports in the front-end phase of MPPs?
- When are the main investment decisions in reality taken?
- What are the strengths and weaknesses of the Norwegian quality assurance scheme as seen by top politicians?
- Which aspects of the front-end phase of MPPs may be described by economic or by political-administrative rationality theory, respectively, and overall, how well do these perspectives explain the main process features?

What does the decision making process look like?

- The top politicians use the decision making premises in different parts of the process
 - *The Cabinet: CS, QA1, and when making long-term plans*
 - *The Parliament: QA2, and when making long-term plans*
- Large time-pressure. Most read the summaries, but some most or all
- Some find them exciting, many perceive them as 'dry' and 'hard to comprehend'
- The bureaucracy holds a central role
- When there are controversies and critical QA-reports: more job for the state secretaries and ministers

In which ways are the decision making promises used?



- Often differences in positions between the topical ministries ('pushers') and the Ministry of Finance ('party killers')
- Risky to go against recommendations in some sectors
- Generally larger belief in the cost calculations than those about net societal benefits
- Strategic and opportunistic use
- The political calculation decisive

When are the investment decisions taken?

- Different answers from our informants:
 - *Often taken early, a QSR recommendation is important*
 - *Promises: when something has been promised by key persons in the Cabinet*
 - *The government conference*
 - *When there is budget support from the Parliament in case of a minority government*
 - *When a project is in a key part of long-term plans, like the first part of NTP*
 - *When a project had received support in QA1 and QA2*

Some indications of effects of the QA scheme

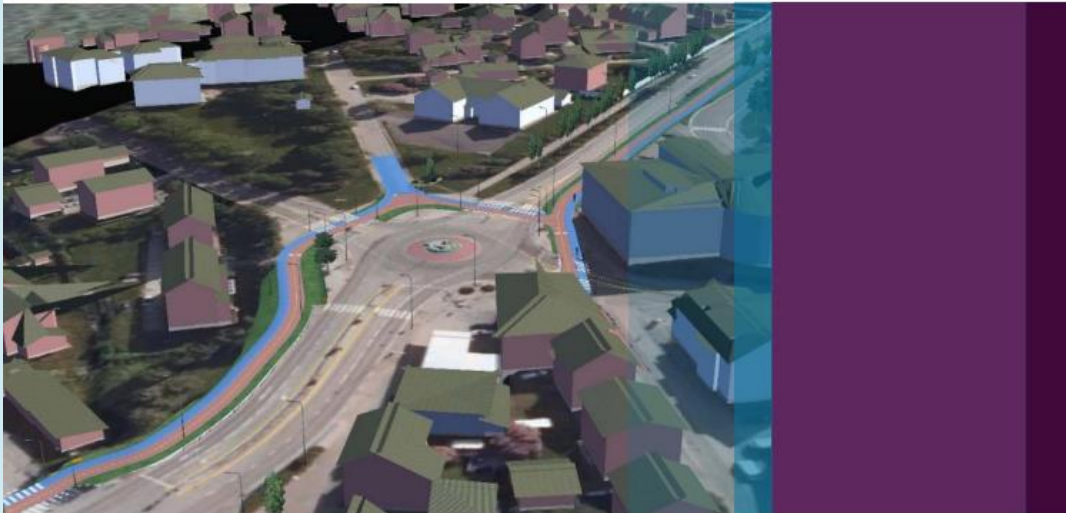
- Projects with large estimated cost increases
- A net negative project in terms of societal benefits is rarely stopped, but rather scaled down and changed
- That projects are not stopped does not mean that they are carried out



Illustration: Bane NOR

What do the politicians think are strengths of the QA scheme?

Statens prosjektmodell
Rapport nummer E035b



KVALITETSSIKRINGSRAPPORT

KS2 BYPAKKE BODØ FASE 2

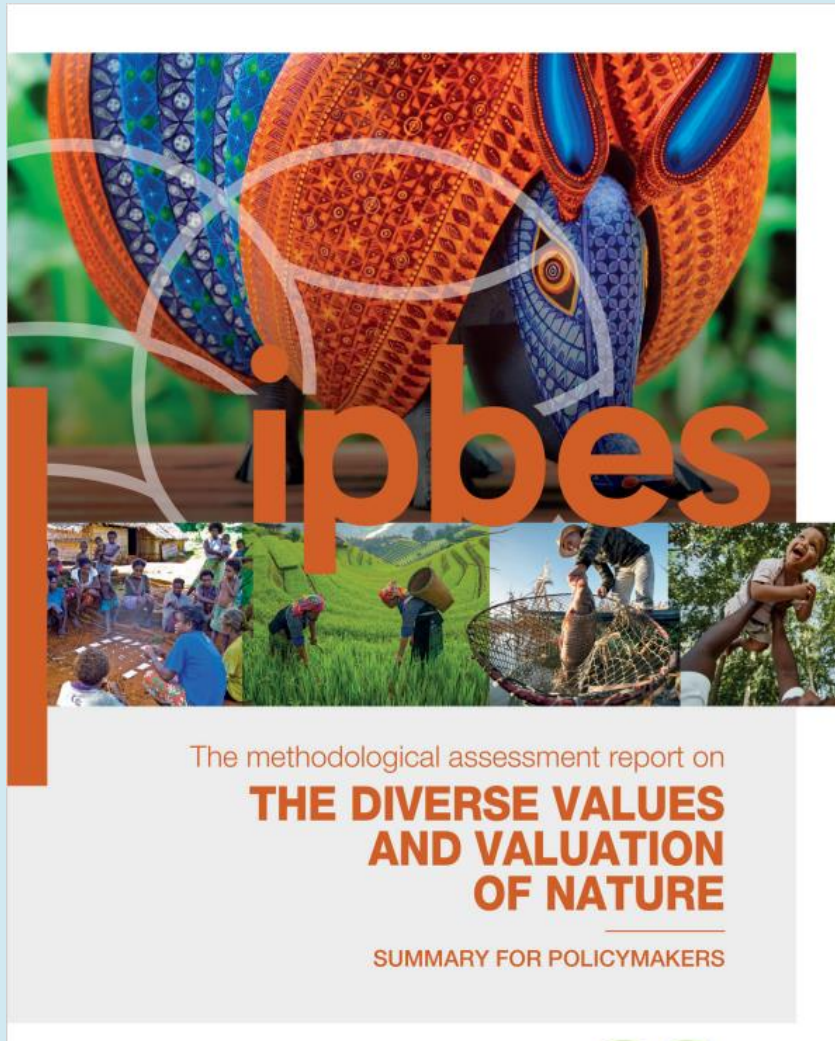
- More transparent processes, better elaborations, higher final project quality
- Keeping costs down, reduces the number of large cost increases
- Gives the Cabinet better control and overview, reduces the 'leave the fox to watch the geese'-situations
- Enhances and ensures legitimacy
- Generally high level of trust in all parties involved

What do the top politicians think are the weaknesses? I

- Decision making process vulnerable to lobbying
- Decisions may be taken too early
- Politicians outside the government are involved too late, according to some
- Some claim that the consultants are not really independent



Perceived weaknesses II



- Lacks in the cost-benefit analyses:
 - *Climate effects*
 - *The value of nature*
 - *Area use*
 - *Soil protection*
 - *Noise*
 - *Cultural values*
 - *Economic effects (positive and negative)*
 - *Distributional effects*
 - *The effect compared to political targets*
- Better explanations, summaries
- What are the political implications?
- Too high focus on the value of time

Conclusions

- The QA scheme functions in some ways as intended, supports economically rational aspects (the 'economic man')
- Limited rationality and many other considerations make the political calculations decisive (the political-administrative man)
- Opportunistic and strategic use of the decision making premises
- The Norwegian QA scheme holds large trust among top politicians, creates legitimacy and makes the projects decided on generally better
- Drawbacks: some impacts, not least environmental are not sufficiently emphasized, it is time and resource intensive

Thanks for your attention!

You can contact Inga Margrete Ydersbond, imy@toi.no



FOLKETINGET

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Åbent dialogmøde om nye måder at arbejde med
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Transportudvalget

An aerial photograph of a road. A white car is driving on the road. To the right of the road is a green area, possibly a grassy field or a park. The road has a yellow curb on the left and a white line on the right. The background is a blue sky.

THE DECISIVE ROLE OF TRAFFIC FORECASTS IN SWEDISH NATIONAL TRANSPORT INFRASTRUCTURE PLANNING

vti

Linnea Eriksson

NATIONAL TRANSPORT INFRASTRUCTURE PLANNING PRACTICE IN SWEDEN

One traffic forecast, showing travel demand, should be prepared for each round of planning (every fourth year)

- Models: SamPers and SamGods
- Data
 - Current and previous transport demand among individuals and freight
 - Current and future infrastructure, traffic and costs (are put into the model)
 - How population, economic development, fuel costs etc are expected to develop
 - Decided national policies and policy instruments → and policy to be decided soon
- Uncertainties are analysed through sensitivity analysis to assess the robustness of the forecast



THE DECISIVE ROLE OF THE TRAFFIC FORECAST

- An established institutionalized part of transport planning
- Obligatory socioeconomic analysis = Cost Benefit Analysis, based on the traffic forecast model
- The traffic forecast is based on historical data and the historical development of the transport system
- Analysis that are based on transport policy goals are based on explorations of future transport possibilities **and they do not fit into the model**



CONSEQUENCES

The traffic forecast as an **obligatory passage point** for all analysis – a filter:

- An alternative analysis that do not fit into the traffic forecast model
- Not possible to do CBA
- Considered not valid and relevant knowledge and thus not possible to include in planning and decision-making
- Discourages analysis and discussion of other possible planning orientations and important choices and conditions for goal fulfillment do not become the subject of broader discussion and transparency.

THANK YOU!

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Karolina.isaksson@vti.se

To read:

[Full article: A climate report gone missing – power mechanisms in Swedish national transport planning](#)

[På väg mot hållbar omställning:
FULLTEXT01.pdf \(diva-portal.org\)](#)

Slutrapport utgiven av Naturvårdsverket:
<https://www.naturvardsverket.se/globalassets/media/publikationer-pdf/7000/978-91-620-7022-9.pdf>

På väg mot hållbar omställning?

Kunskap, makt och mening
i nationell transportplanering

Att integrera klimatmål i nationell transportplanering

Slutrapport

Karolina Isaksson, Linnea Eriksson

MILJÖ | NATURVÅRDSVERKET
FORSKNING

RAPPORT 7022 | DECEMBER 2021



can be found at
?journalCode=ceps20



European Planning Studies

ISSN: (Print) (Online) Journal homepage: www.tandfonline.com/journals/ceps20

A climate report gone missing – power mechanisms in Swedish national transport planning

Linnea Eriksson, Jacob Witzell, Karolina Isaksson & Christina Lindkvist

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To link to this article: <https://doi.org/10.1080/09654313.2024.2312135>



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Spørgsmål og refleksioner

Transportudvalgets medlemmer

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Transportudvalget



FOLKETINGET

Lee Waters

Tidl. Transportminister og viceminister for
klimaforandringer, Wales

Åbent dialogmøde om nye måder at arbejde med
mobilitetsbeslutninger i Danmark
Transportudvalget





FOLKETINGET

Debat

Åbent dialogmøde om nye måder at arbejde med
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Afrunding

Rasmus Prehn (S), formand for
Transportudvalget

Åbent dialogmøde om nye måder at arbejde med
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