

## THE PEP WORKSHOP

Sustainable and healthy urban transport policies

“Working together to make things happen”

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SESSION II : Working together for effective policy integration

Supportive institutional conditions for coordinated policy, lessons learned and provisional conclusions

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## THE Core issue:

Which institutional mechanism could allow all the players involved to start talking and working together in coordinated way ?



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## Coordinated policy in practise

- **Coordinated policy cannot be achieved by using a single magic formula fitting all the situations, each country has to find its own solution.**
- **Nevertheless and although it's not possible to transfer experience and good practice from one place to another by just doing "cut and paste", a series of useful lessons can be learned from others...**



## Belgium is a Federal State composed of three Communities and three Regions (Article 3 Constitution)

LA BELGIQUE

L' ETAT FEDERAL



LES COMMUNAUTES

LA COMMUNAUTE  
FLAMANDE



LA COMMUNAUTE  
FRANCAISE



LA COMMUNAUTE  
GERMANOPHONE



LES REGIONES

LA REGION FLAMANDE



LA REGION DE  
BRUXELLES-CAPITALE



LA REGION WALLONNE



## The devolution of power within Belgium

**The Federal Authority** is responsible for matters that affects the interest of all Belgians, independently of any linguistic, cultural or territorial considerations and for the protection of belgian interests abroad.

**The Community** is responsible for matters related to the person as human being.

**The Region** is responsible for matters related to the territory.



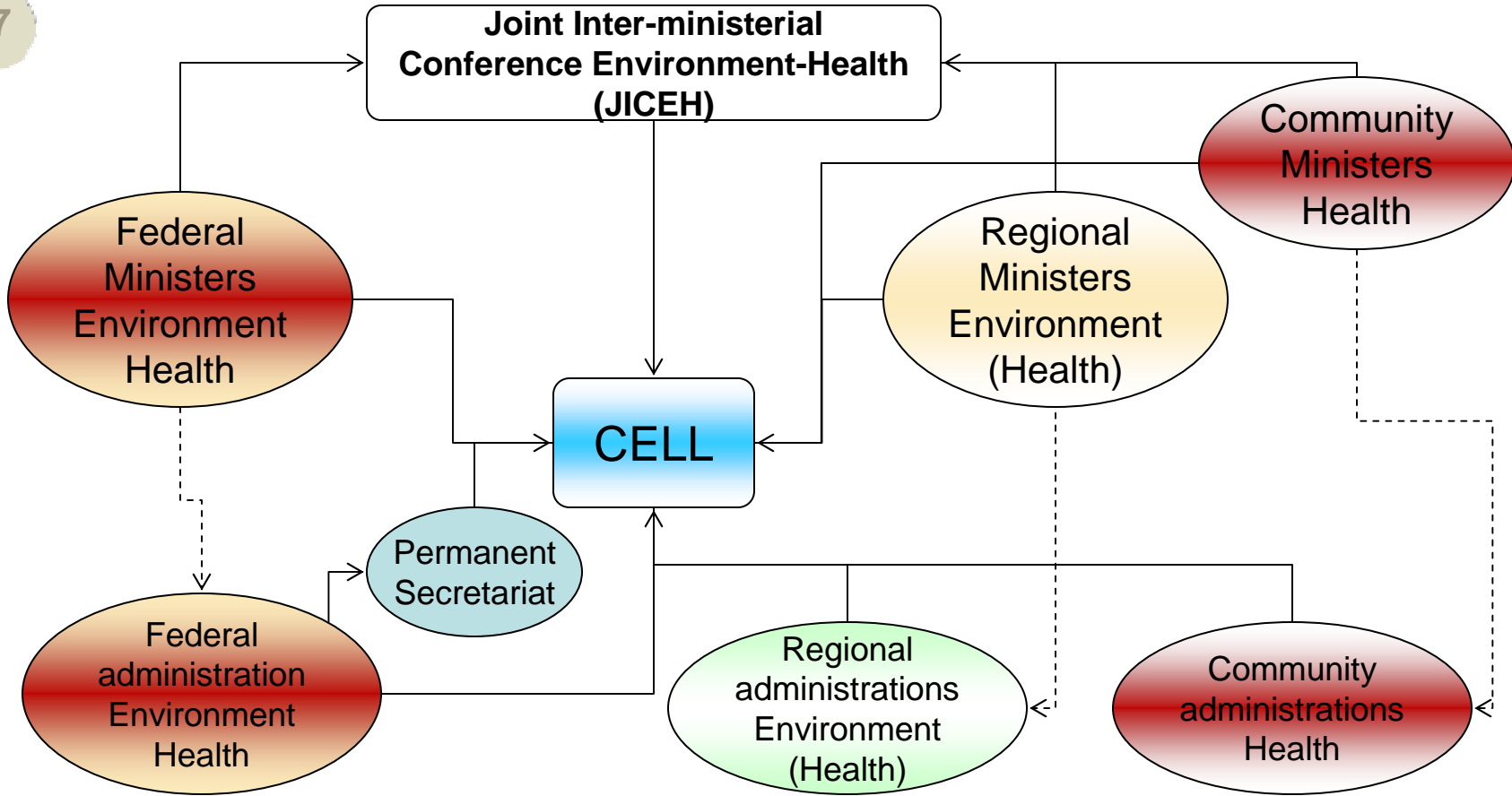
## In short : the competences regarding THE in Belgium

	Federal	Regions	Communities
<b>Environment</b>	+	++	
<b>Health policy</b>	++	(+)	+(+)
<b>Transport</b>	+	++	
<b>Land-use planning, Public works</b>		++	
<b>Local Governments</b>	+	++	+



## The Co-operation Agreement of 10th December 2003 on Environment and Health

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## The Co-operation Agreement of 10th December 2003 (I)

- Political will:

- submitted and then endorsed by all the Parliaments of the institutional actors.

- The JICEH should mandatory meet at least once a year to endorsed 'common' projects or actions and to give political orientation to its standing committee : The (National) Cell ENV & Health where each member of the JICEH has nominated an official representative.

- Mandate of the Cell:

- Double task : ensure the implementation of the NEHAP and the CEHAP and submit 'common' actions or projects for endorsement to the JICEH.

- Follow every international issues or process decided by the JICEH.





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## The Co-operation Agreement of 10th December 2003 (II)

### • Ownership:

- The Cell should mandatory meet at least four times a year.
- Chairmanship is held on a yearly basis by all the partner involved

### • Budget and human resources

- the Cell has a permanent secretariat of 3 persons, every common projects endorsed by the JICEH has a fixed budget where all the partners are contributing according to a predetermined and fixed percentage.

### • Accountability

- The Cell should submit to the JICEH a report on its activities for the outgoing year and its draft budget and planned works for the forthcoming year.



## The Mobility Observatory

- THE FPS Mobility and Transport is responsible for the preparation and implementation of a coordinated Federal policy regarding Mobility
- In order to frame that policy, scientific knowledge and policy tools were needed
- In 2002, it concluded a convention with the Federal Planning Office with a threefold objectives:
  - Developing national indicators on transport and mobility;
  - Establishing a model (PLANET) assessing the interaction between the Economy and Transport in order to have mobility outlook at the horizon 2030;
  - developing transport satellite accounts.



## The Mobility Observatory (II) Indicators

- Around 150 transport and mobility indicators has been developed in a database which is regularly updated and provide detailed information about the state and evolution of transport and mobility in Belgium.
- The indicators are structured according to six themes :
  1. Transport sector;
  2. Households and transport;
  3. Transport infrastructure;
  4. Vehicle population and transport equipment;
  5. Traffic and transport;
  6. The impact of transport activities
- The database's aim goes beyond a simple centralization of transport data, it also documents the collected information. Beside the data, it also provides information on (i) the method applied, (ii) the source, (iii) the definition and (iv) the quality of the data.

<http://www.plan.be/databases>



## 12 The Mobility Observatory (III)\_ satellite transport account

- Satellite accounts extend the analytical capacity of the national accounts for economic activities that are only partially described in this general framework. This allows enlargement and therefore improvement of the capabilities of the central system in terms of economic analysis and policy assessment.
- Separate satellite national accounts are constructed for:
  - road transport;
  - local public transport;
  - rail transport;
  - air transport;
  - inland navigation;
  - maritime transport;
  - transport logistics.

<http://www.plan.be/databases>



## The Mobility Observatory (IV) Outlook

- PLANET is a tool which models the interaction between the Economy and Transport at the horizon 2030.
- The construction of the model started in 2004. A first version became operational in 2008.
- The model is used to produce:
  - medium- and long-term projections of transport demand in Belgium, both for passenger and freight transport;
  - simulations of the effects of transport policy measures;
  - cost-benefit analyses of transport policy measures.



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## Lessons learned (I)

1. political and administrative preliminary negotiations are often a preliminary (and unavoidable) step.
2. It is often required to set up organizational arrangements (interdepartmental committees, commissions, working and steering groups) establishing a central steering body in charge of the coordination;
3. Setting objectives that cut across sectoral and administrative boundaries should be framed in a steady way by that central body.
4. Co-ordination will be implement at the bottom with the persons working in the field but it should be continuously supported from the top !



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## Lessons learned (II)

5. Institutional mechanisms are only tools and not an end in itself, to really work:
  - Real political will and guidance are needed, administrations should not be let on their own;
  - Sense of ownership and accountability by all the actors;
  - Gradual formation of a 'common' culture that facilitate trust between the actors;
  - As clear as possible mandate and procedure(s);
  - Predetermined budget and human resources.
6. Potential threats or traps for institutional mechanisms are existing:
  - Installed procedure could be too heavy in 'real life' and can nourish a sort of 'routine' bureaucracy.
  - Actors can spend more time and energy on coordinating themselves than working on 'policy' or actions
  - Institutional actors can live in a 'bubble' and forget the existence of an outside world.



## Provisional conclusions

1. Achieving coordinated policy is not an easy task. It should not be seen as an end in itself but rather recognized as a way of achieving practical outcomes that simultaneously fulfil the goals of more than one s. What is vital is that plans and policies result in practical action on the ground;
2. Political will, and the allocation of resources, is often just as important as the mechanisms, institutional conditions, scientific tools or practices themselves;
3. A variety of institutional barriers to coordinated policy exist but most of these could be surmountable.
4. Public debate and other forms of public participation could lead to more integrative policies and practice, meaningful public involvement can support and enhance policy coordination, leading to better performance and reception of implementation activities and thus enhancing public trust and confidence in political decisions.





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# Final word

**Ви благодариме !**



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