

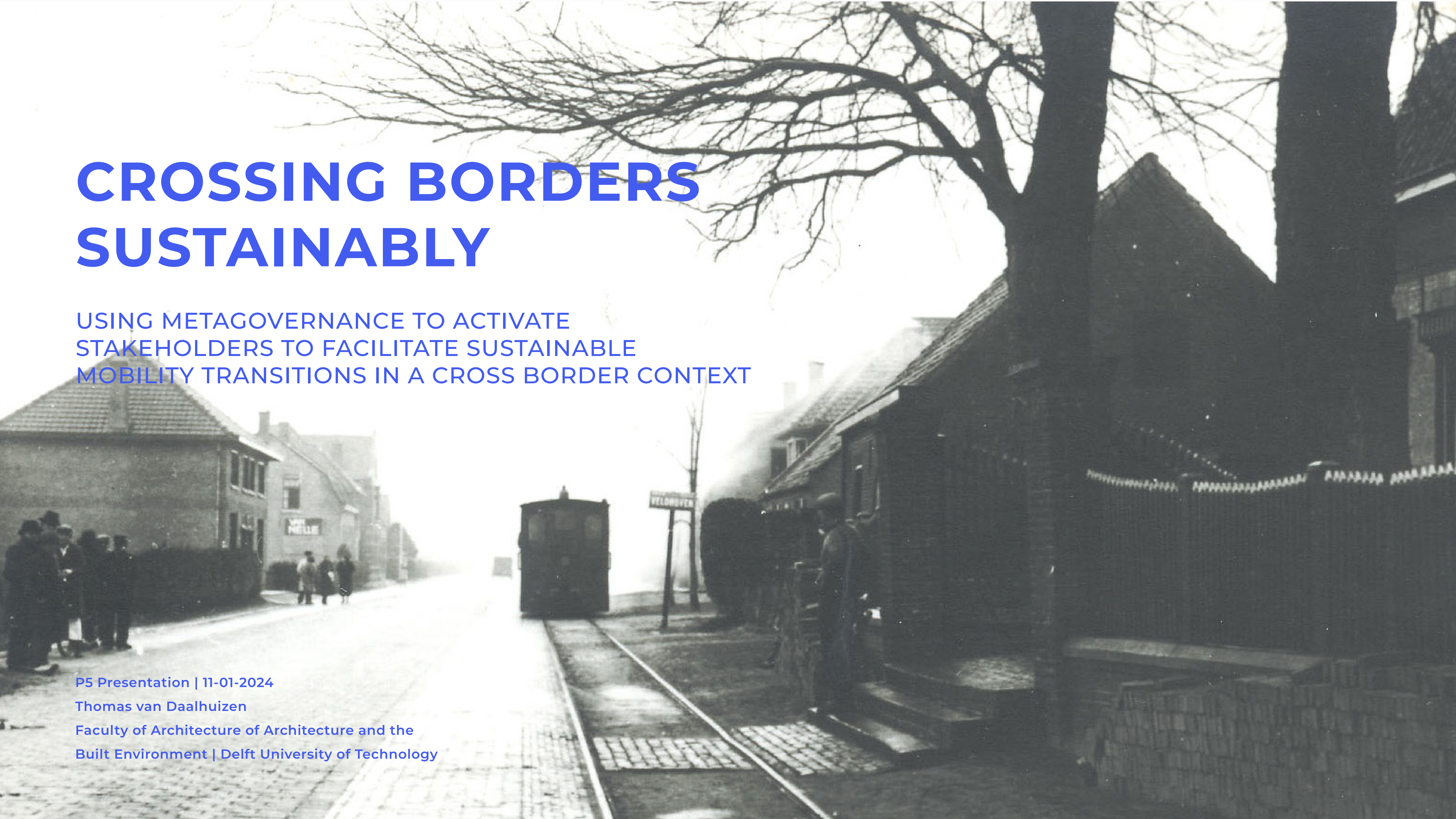
CROSSING BORDERS SUSTAINABLY

USING METAGOVERNANCE TO ACTIVATE
STAKEHOLDERS TO FACILITATE SUSTAINABLE
MOBILITY TRANSITIONS IN A CROSS BORDER CONTEXT

P5 Presentation | 11-01-2024

Thomas van Daalhuizen

Faculty of Architecture of Architecture and the
Built Environment | Delft University of Technology



“The Schengen Agreement lies 35 years in the past. We must now lay the foundations for the next 35 years. The Future of Schengen is the Future of Europe.”

Ylva Johansson, 2021
European Commissioner of Home Affairs

01

PROBLEM

02

THEORY

03

METHODOLOGY

04

RESULTS

05

CONCLUSION

01

PROBLEM

02

THEORY

03

METHODOLOGY

04

RESULTS

05

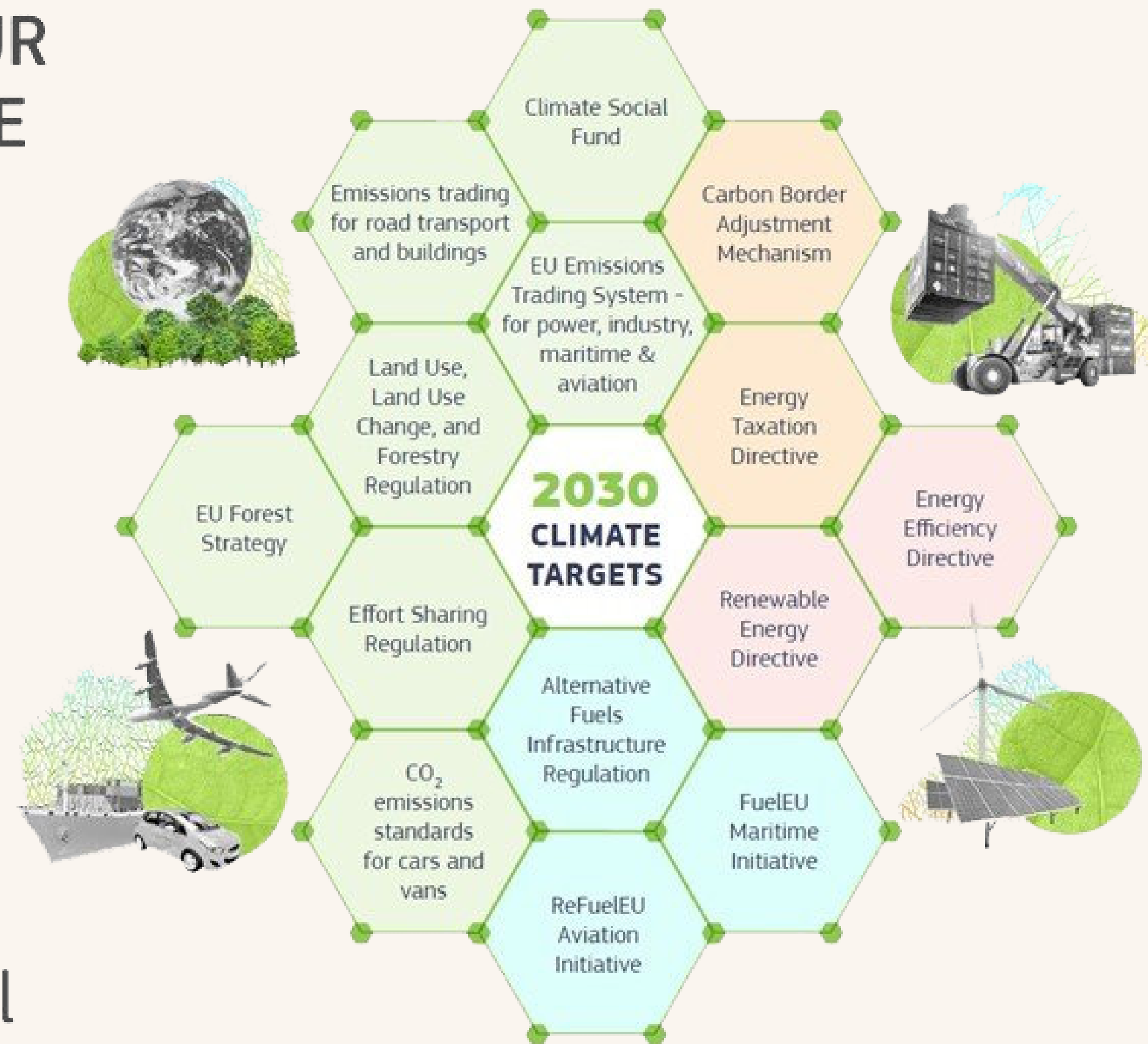
CONCLUSION

THE PROBLEM AT HAND



EUROPEAN GREEN DEAL

REACHING OUR 2030 CLIMATE TARGETS



#EUGreenDeal

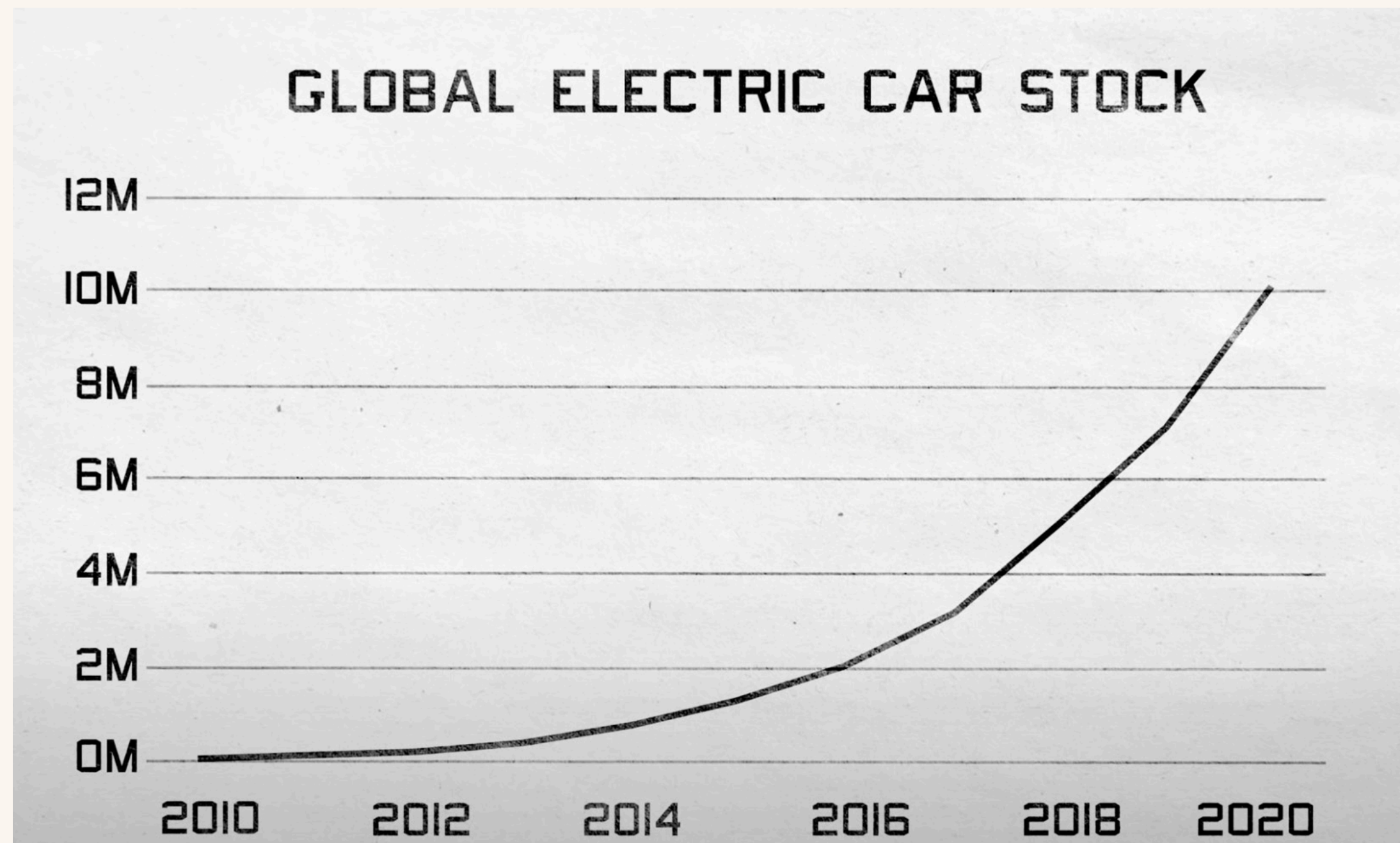
75%



01

PROBLEM

Car-centric trends



(Harris, 2022)



Photo: Afreewatch 2020 & Simon Dawson/Bloomberg

01

PROBLEM

Border regions

Cohesion Policy

Narrow territorial and social disparities between regions in the EU



Difference in language and culture



Institutional and administrative differences



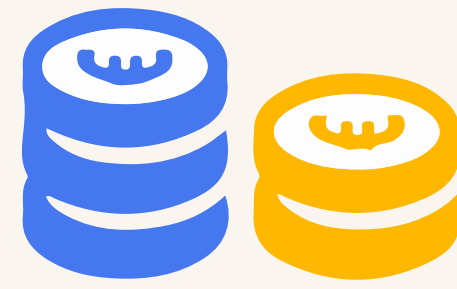
Lack of transport networks



Information backlog

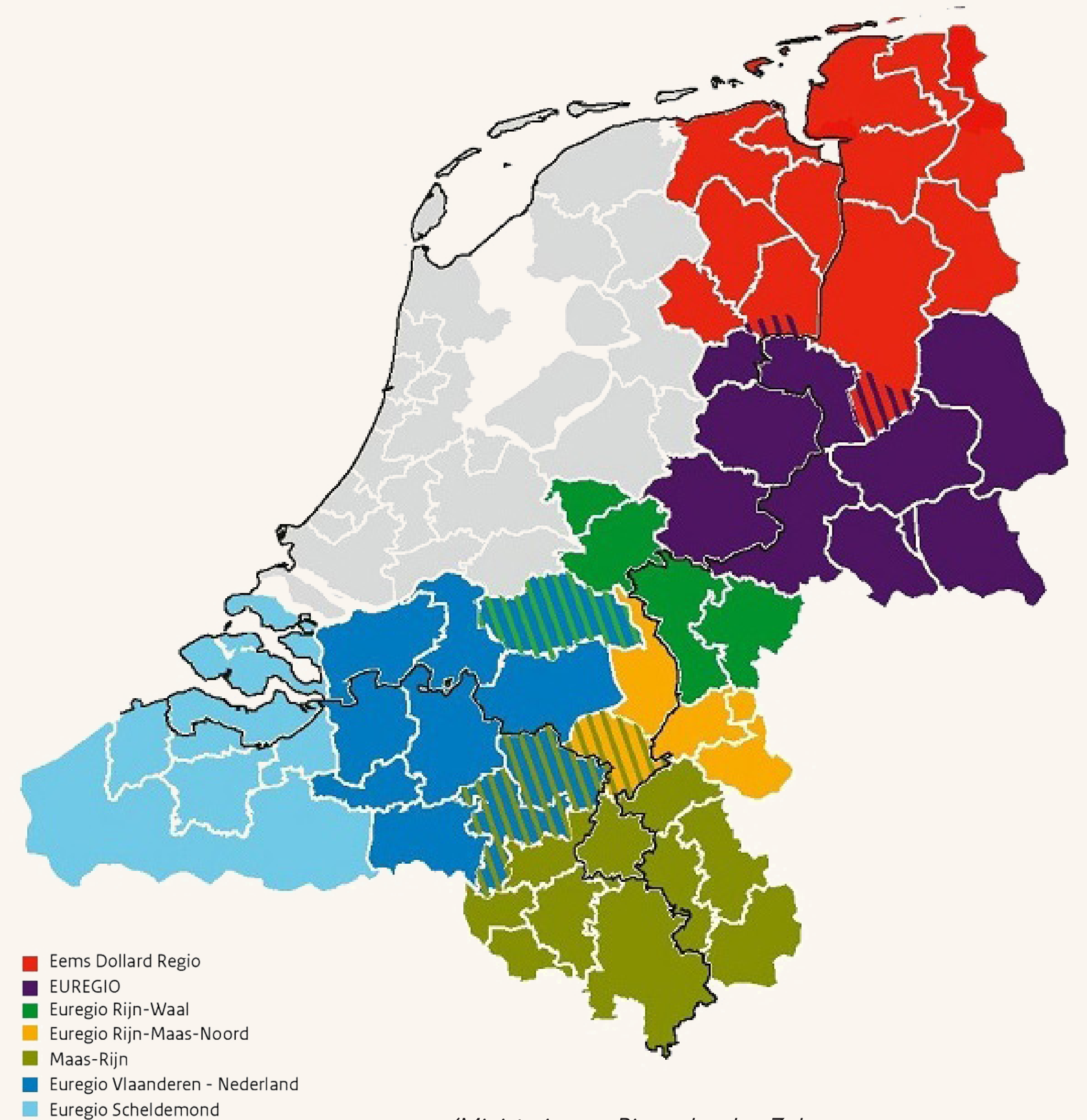


Psychological factors



Economic differences

(Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2019)



(Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2018)

01

PROBLEM



Institutional and administrative differences



Lack of transport networks

(Ministerie van Binnenlandse Zaken en Koninkrijksrelaties, 2019)

01 |

PROBLEM

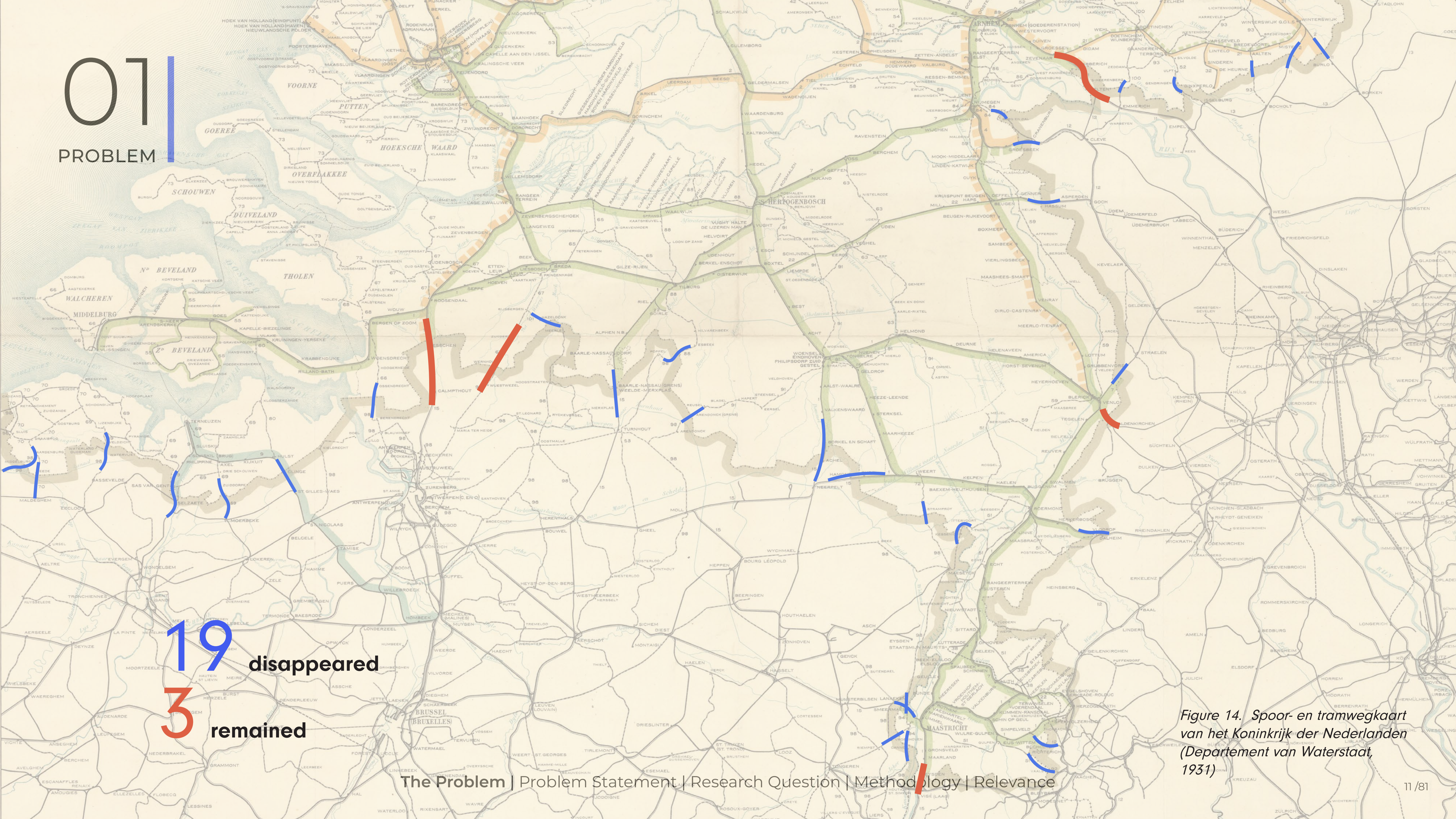
Transport Networks



(Departement van Waterstaat, 1931)

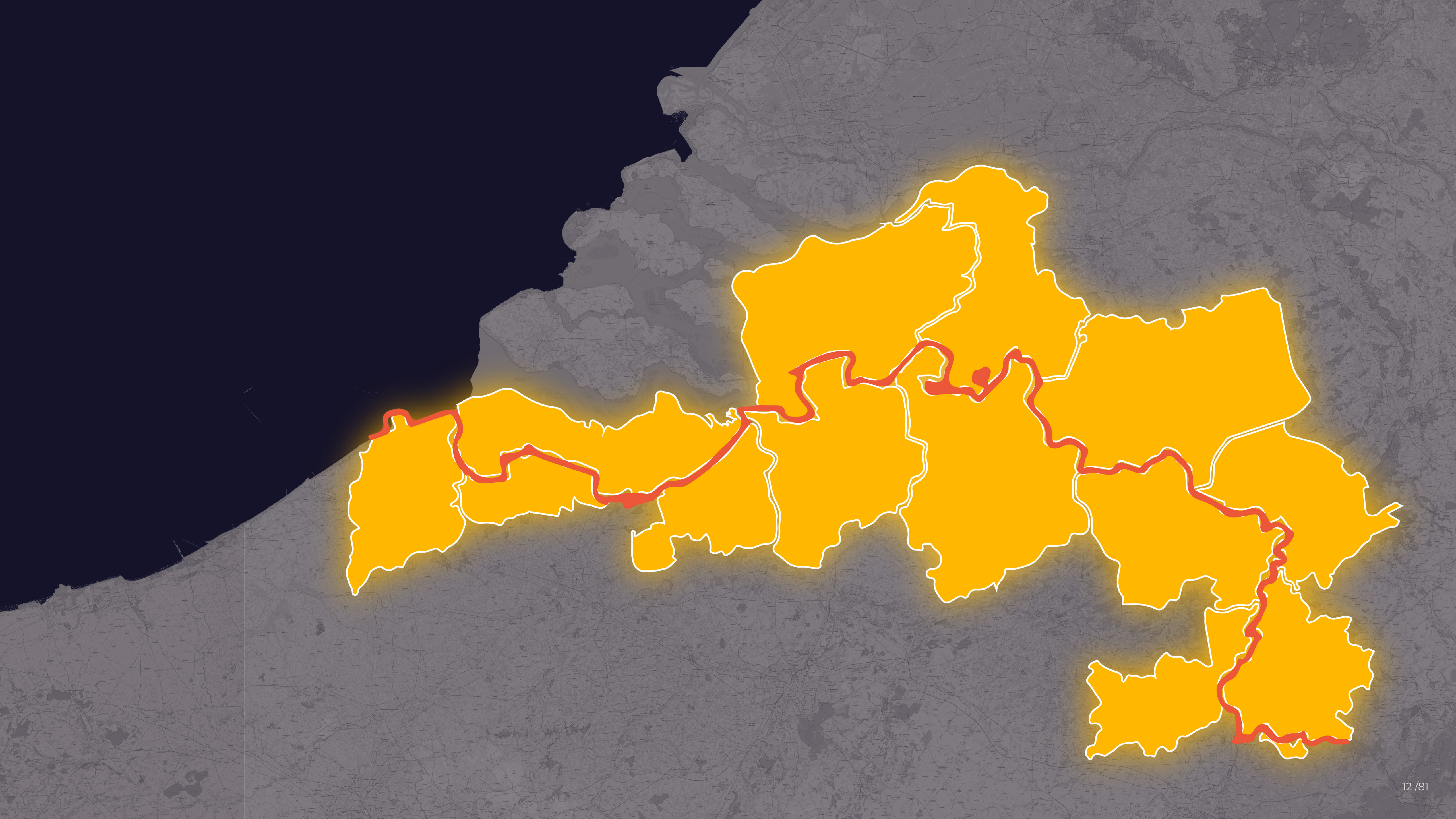
01

PROBLEM



19 disappeared
3 remained

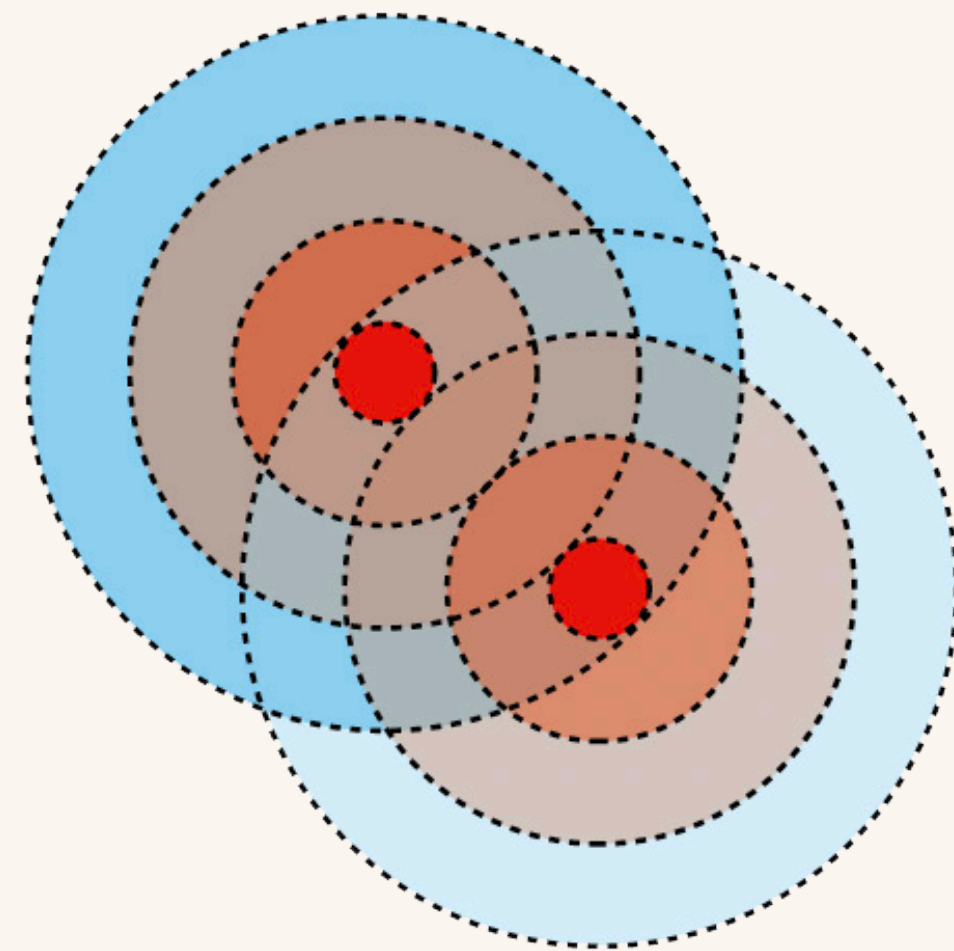
Figure 14. Spoor- en tramwegkaart van het Koninkrijk der Nederlanden (Departement van Waterstaat, 1931)



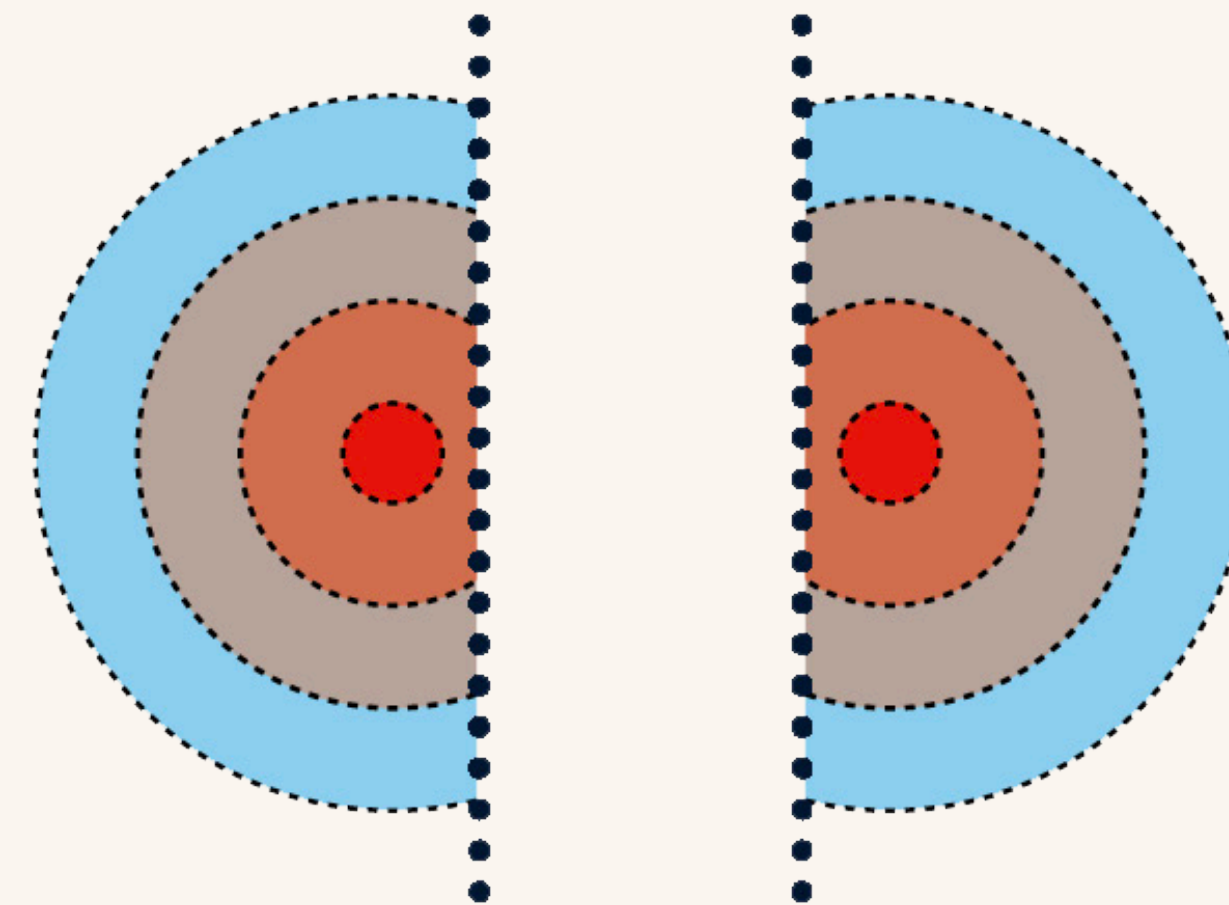
Societal benefits

increased job opportunities and access to services
shared economic space

not present in cities and regions that are divided
by a national border



Cities and regions inland

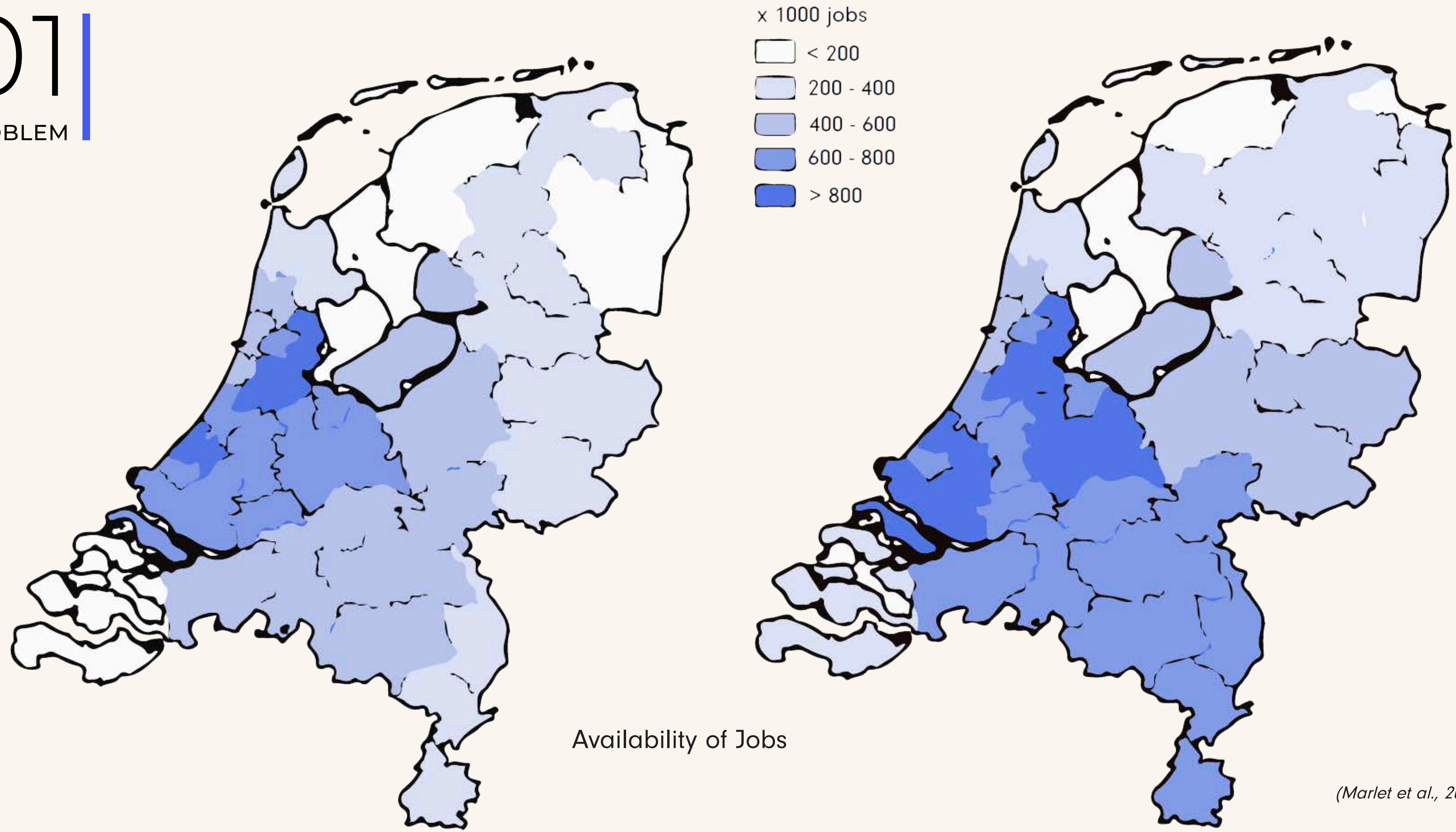


Cities and regions on borders

(Marlet et al., 2014)

01

PROBLEM



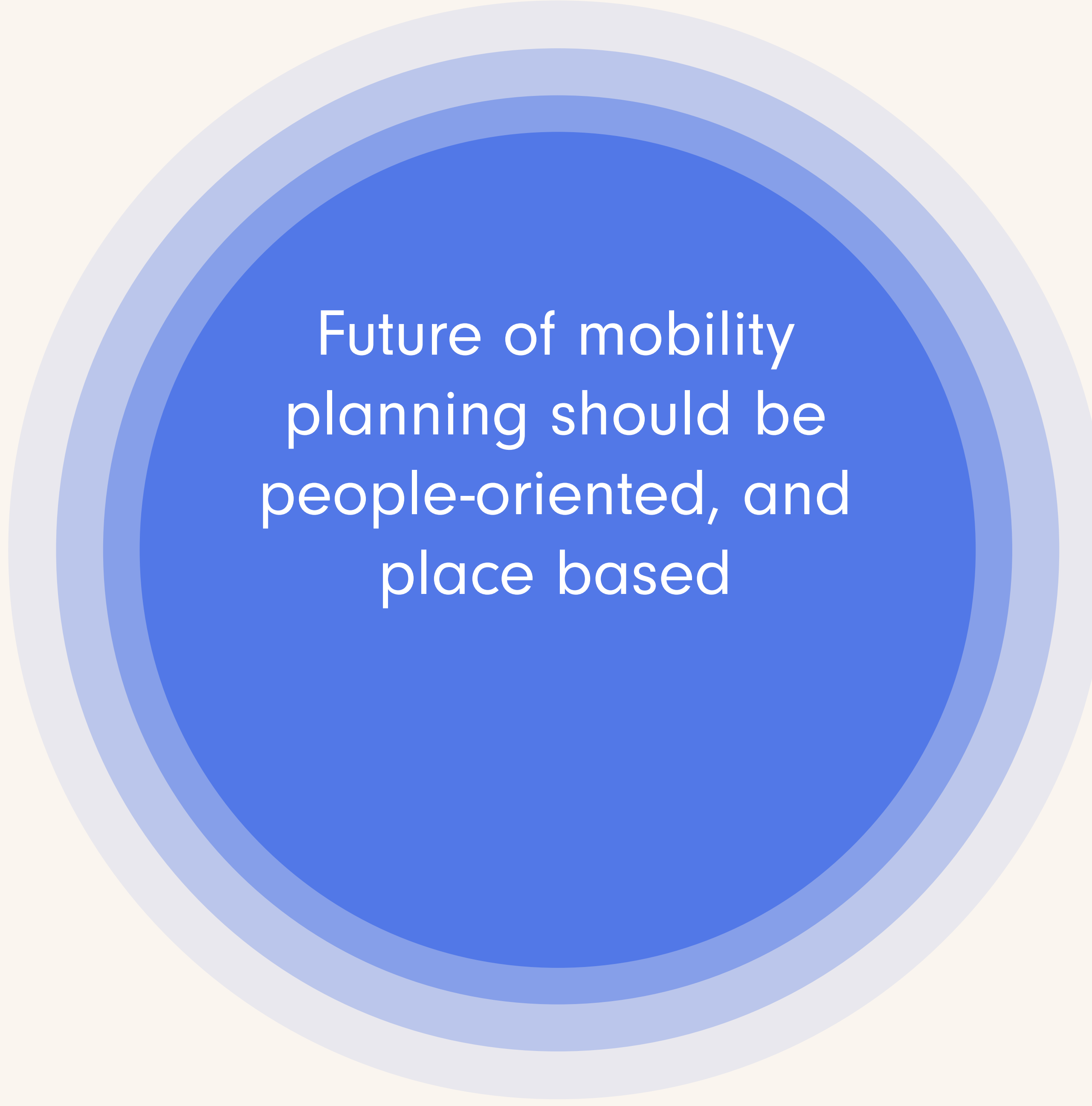
(Marlet et al., 2014)

01

PROBLEM

Knowledge gaps

1. Missing information on behavioural changes when transitioning into a new mobility network
 - 2. The difficulties of policy development that support these changes**
 3. The institutionalisation of planning capacity
 4. Social sustainability in mobility planning
- (Nikulina et al., 2019)

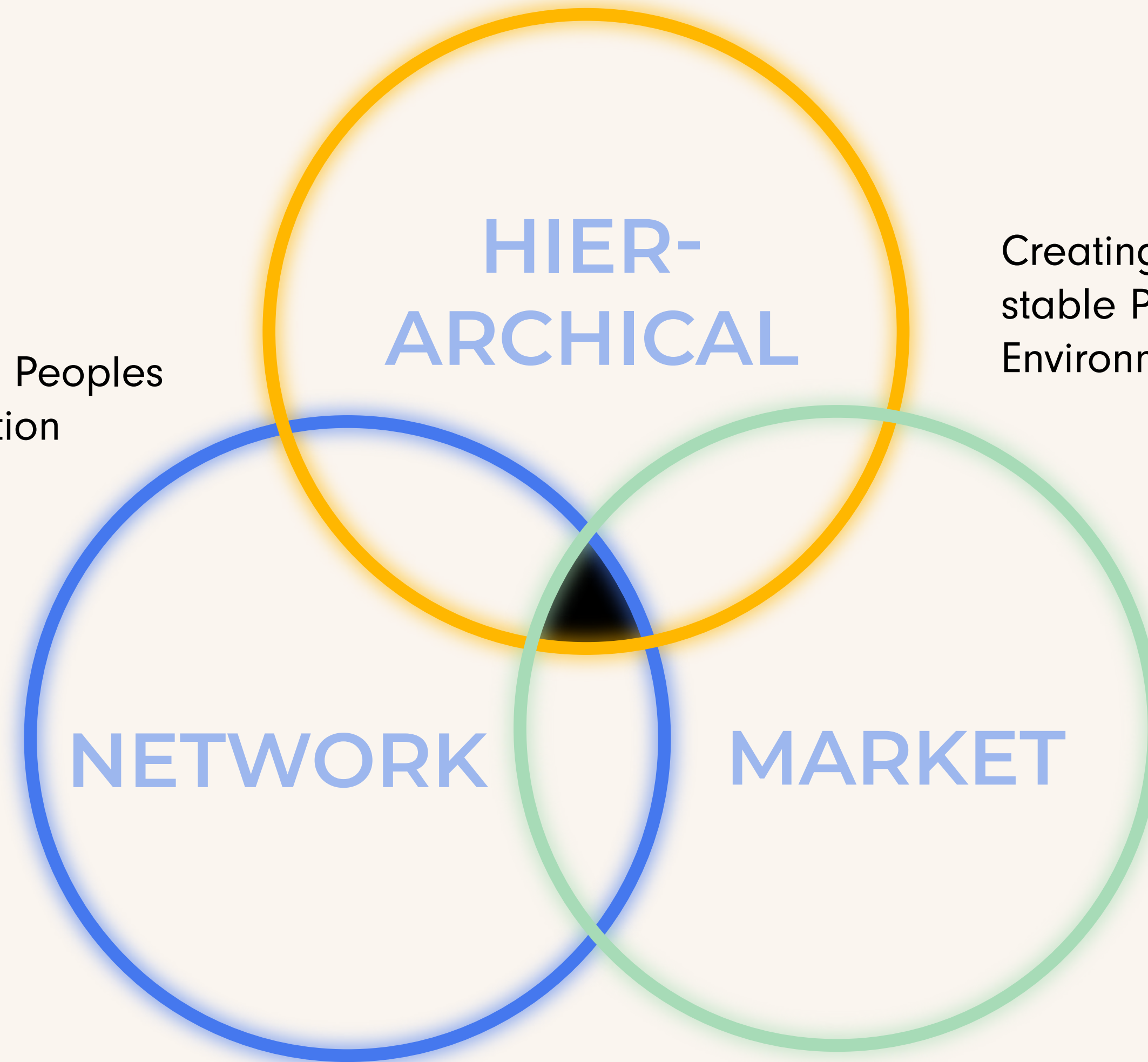


Future of mobility
planning should be
people-oriented, and
place based

Policies & Governance

- Policy-making is mostly about incremental change
- System change needed
- Metagovernance allows for that (Meuleman, 2019)
- Combining three governance styles
- Especially relevant in cross-border regions (Olsen et al., 2015).

Mobilises Peoples participation

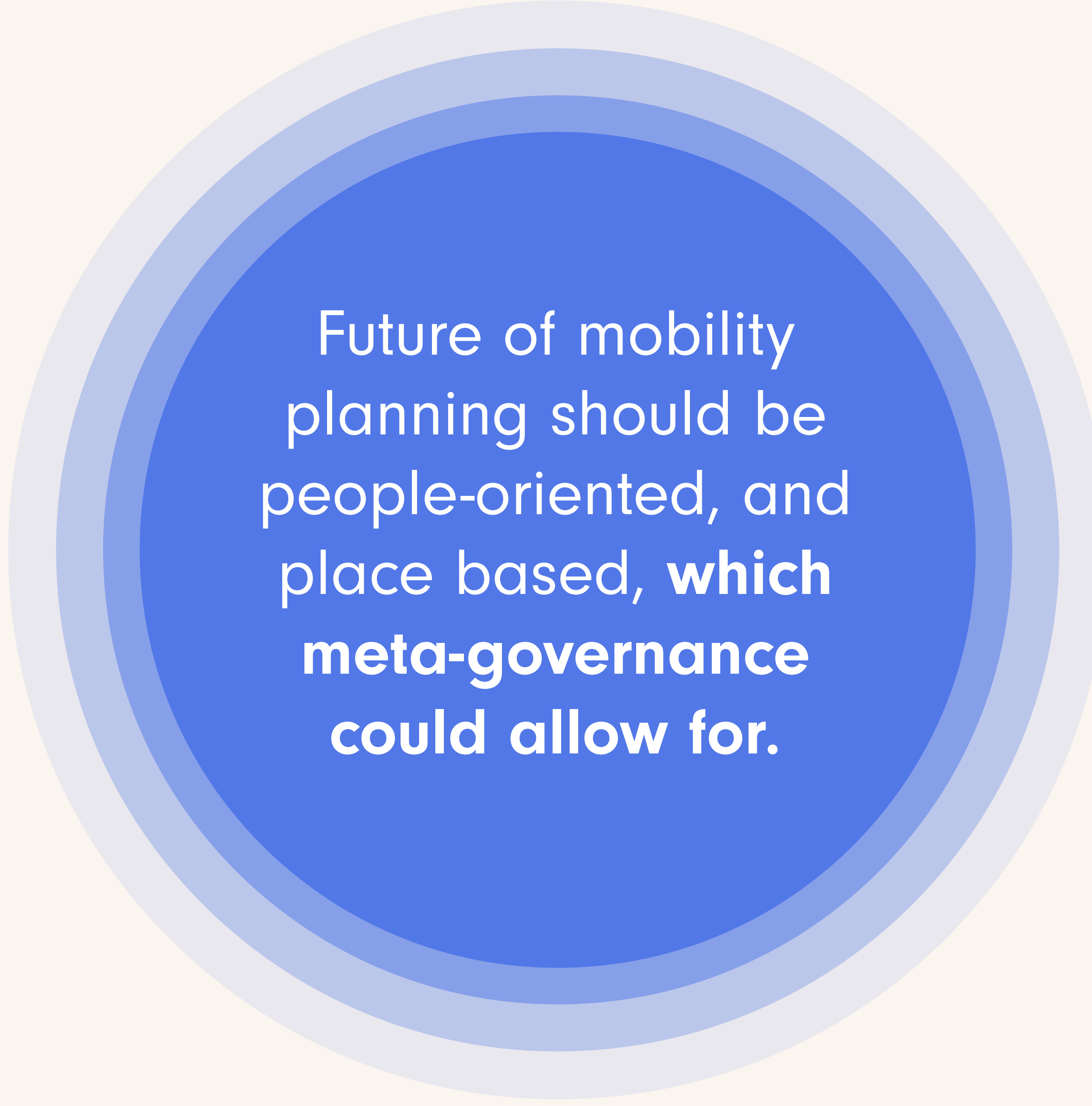


Creating favourable and stable Political and Social Environment

Stimulates open Growth and opportunities for People

1. Missing information on behavioural changes when transitioning into a new mobility network
 - 2. The difficulties of policy development that support these changes**
 3. The institutionalisation of planning capacity
 4. Social sustainability in mobility planning
- (Nikulina et al., 2019)

- Introduced in Dutch legislation 2001 (Bosch-Ohlenschlager, 2010)



Future of mobility
planning should be
people-oriented, and
place based, **which
meta-governance
could allow for.**

The challenge is to investigate
'if' metagovernance can be
used to activate **stakeholders**
that can facilitate **sustainable**
mobility transitions

Research Question

Main Research Question

To what extent can metagovernance activate stakeholders to facilitate sustainable mobility transitions in cross-border regions?

Research Question

Main Research Question

To what extent can metagovernance activate stakeholders to facilitate sustainable mobility transitions in cross-border regions?

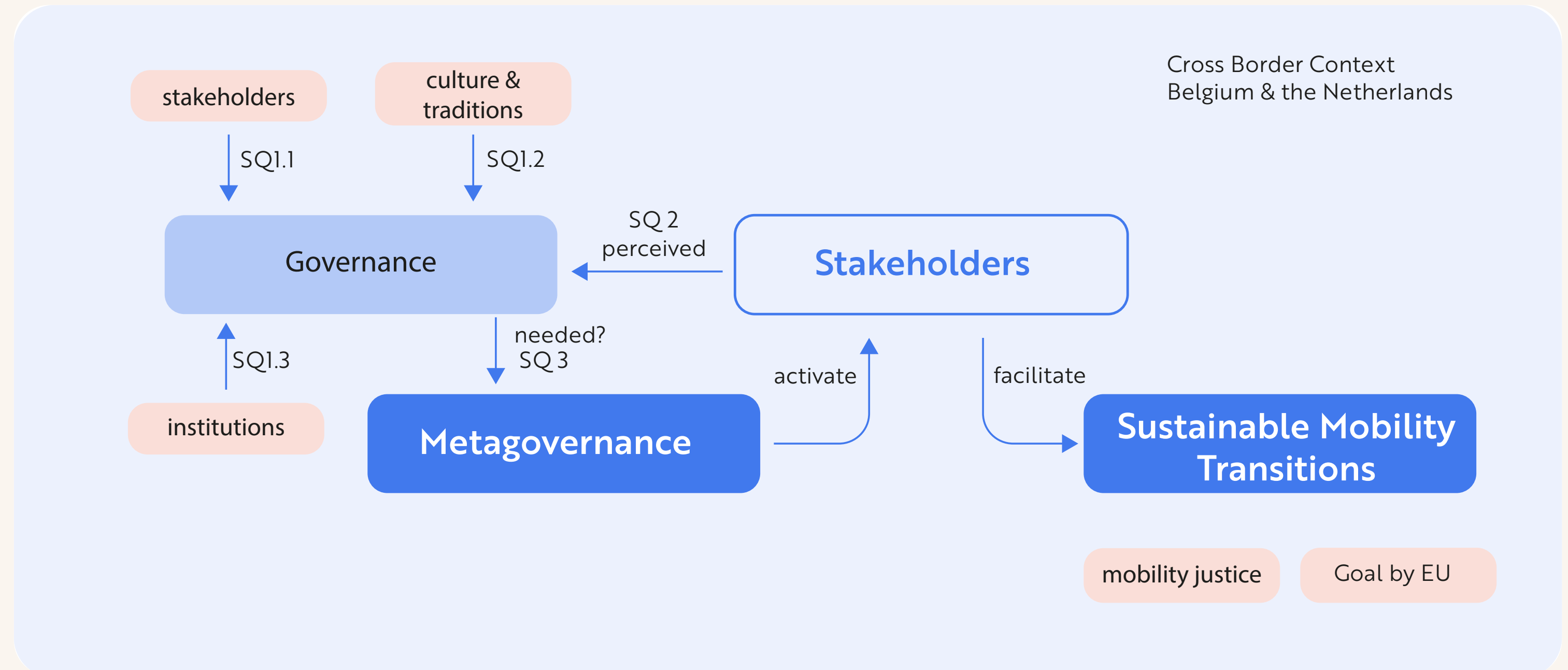
Sub Research Questions

- 1. How can governance be conceptualised in relation to sustainable mobility transitions?**
- 2. How do stakeholders perceive the current distribution of governance styles?**
- 3. What changes in governance should be made for stakeholders to facilitate a sustainable mobility transition in cross-border regions?**

Main Research Question

To what extent can metagovernance activate stakeholders to facilitate sustainable mobility transitions in cross-border regions?

1. How can governance be conceptualised in relation to sustainable mobility transitions?
2. How do stakeholders perceive the current distribution of governance styles?
3. What changes in governance should be made for stakeholders to facilitate a sustainable mobility transition in cross-border regions?



01

PROBLEM

02

THEORY

EXPLAINING THE
CONCEPTS

03

METHODOLOGY

04

RESULTS

05

CONCLUSION



(Meta)governance

Defining governance

*“**Heuristic lens** through which the contextual realities of coordination of multiple actors and institutions in the policy system can be reconstructed in detail” (Rayner, 2015)*

*“We can define governance as a **collection of normative insights** into the organization of influence, steering, power, checks and balances in human societies” (in 't Veld, 2013)*

*“Governance is how **societal challenges are tackled** and opportunities are created. Governance is about **polity** (institutions) and **politics** (processes) and not about policy (the substance)” (Meuleman, 2019)*

*“The exercise of economic, political and administrative authority to manage a country’s affairs at all levels, comprising **the mechanisms, processes, and institutions through which citizens and groups articulate their interests**, exercise their legal rights, meet their obligations and mediate their differences.” (UNPOG, n.d.)*

Defining governance

“ Governance is about polity and politics, it comprises the mechanisms, processes and institutions, through which citizens and groups articulate their interests, exercise their legal rights, meet their obligations and mediate their differences. Governance is explicitly not about the contents of the policy itself but focusses on the process of implementing and creating the policy. ”

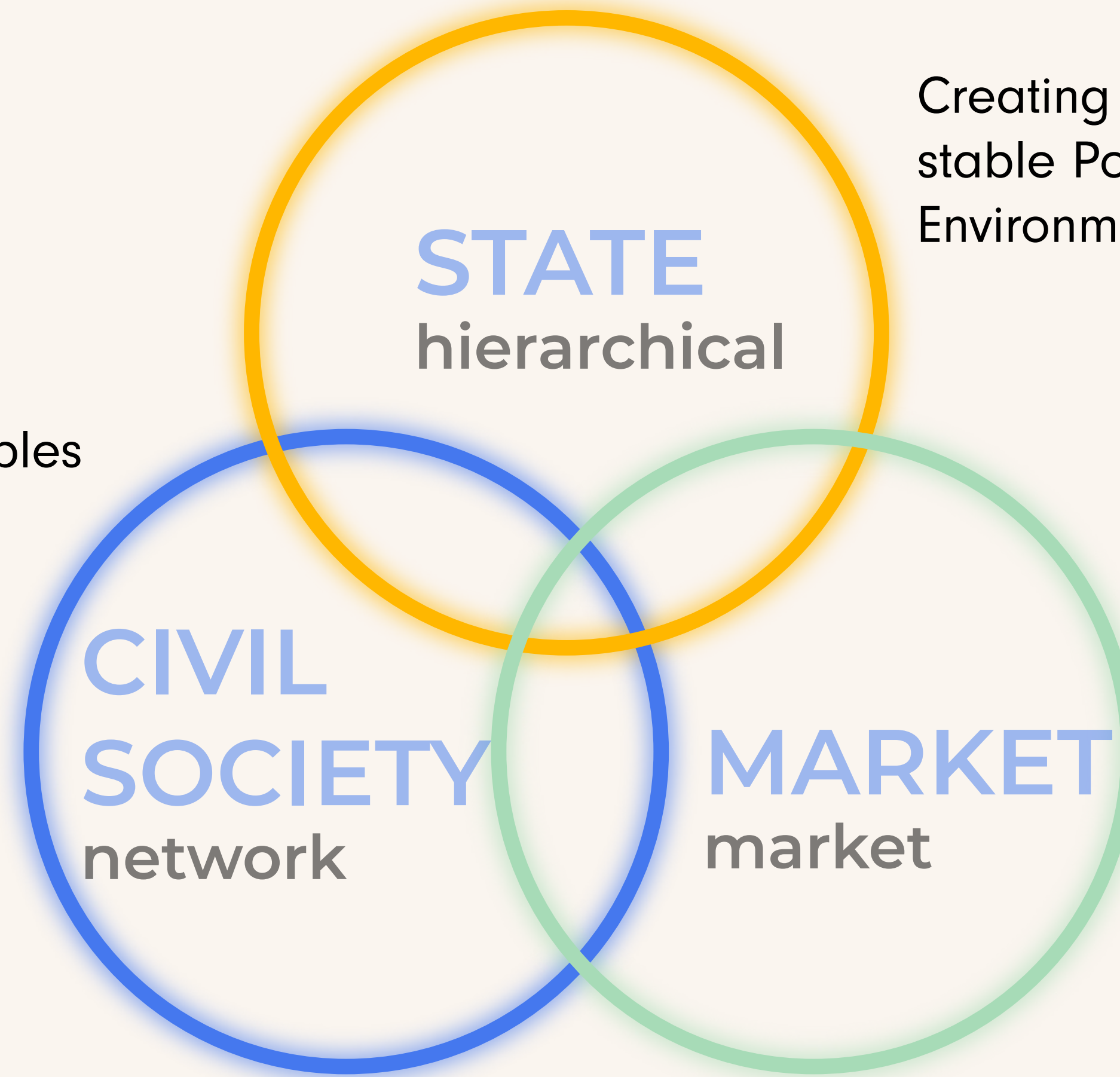
02

THEORY

Governance styles

- Most literature distinguishes three styles
- Different styles mimic the three modes of social order introduced by Streeck & Schmitter (1985)

Mobilises Peoples participation



Creating favourable and stable Political and Social Environment

Stimulates open Growth and opportunities for People

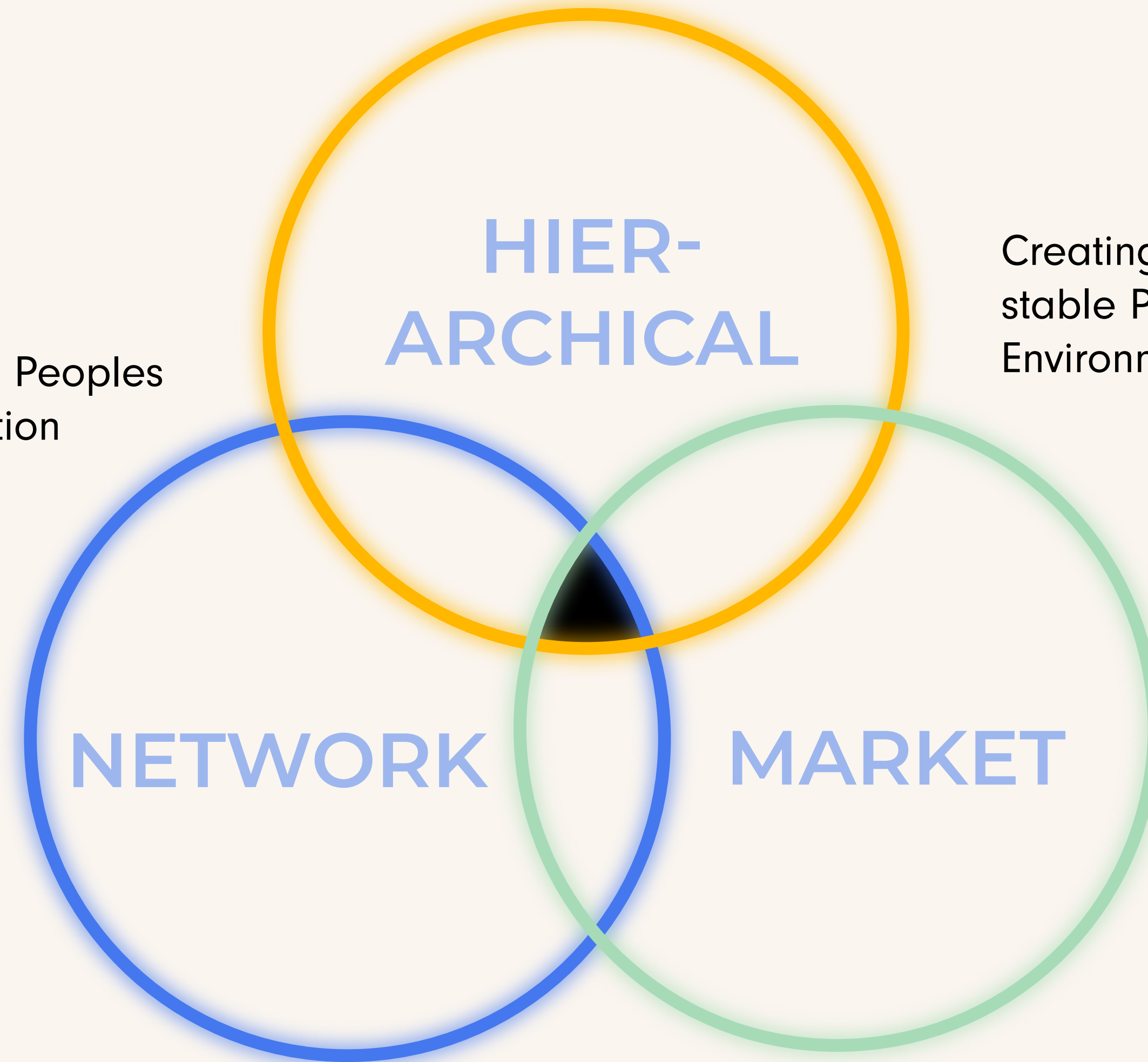
Governance styles

Hierarchical governance

- Most practiced style worldwide
- Enforcement by legitimate authority
- Decision making top down
- Values stability, rationality strategy as planning and design tool

(Steenkamp & Geyskens, 2012).

Mobilises Peoples participation



Creating favourable and stable Political and Social Environment

Stimulates open Growth and opportunities for People

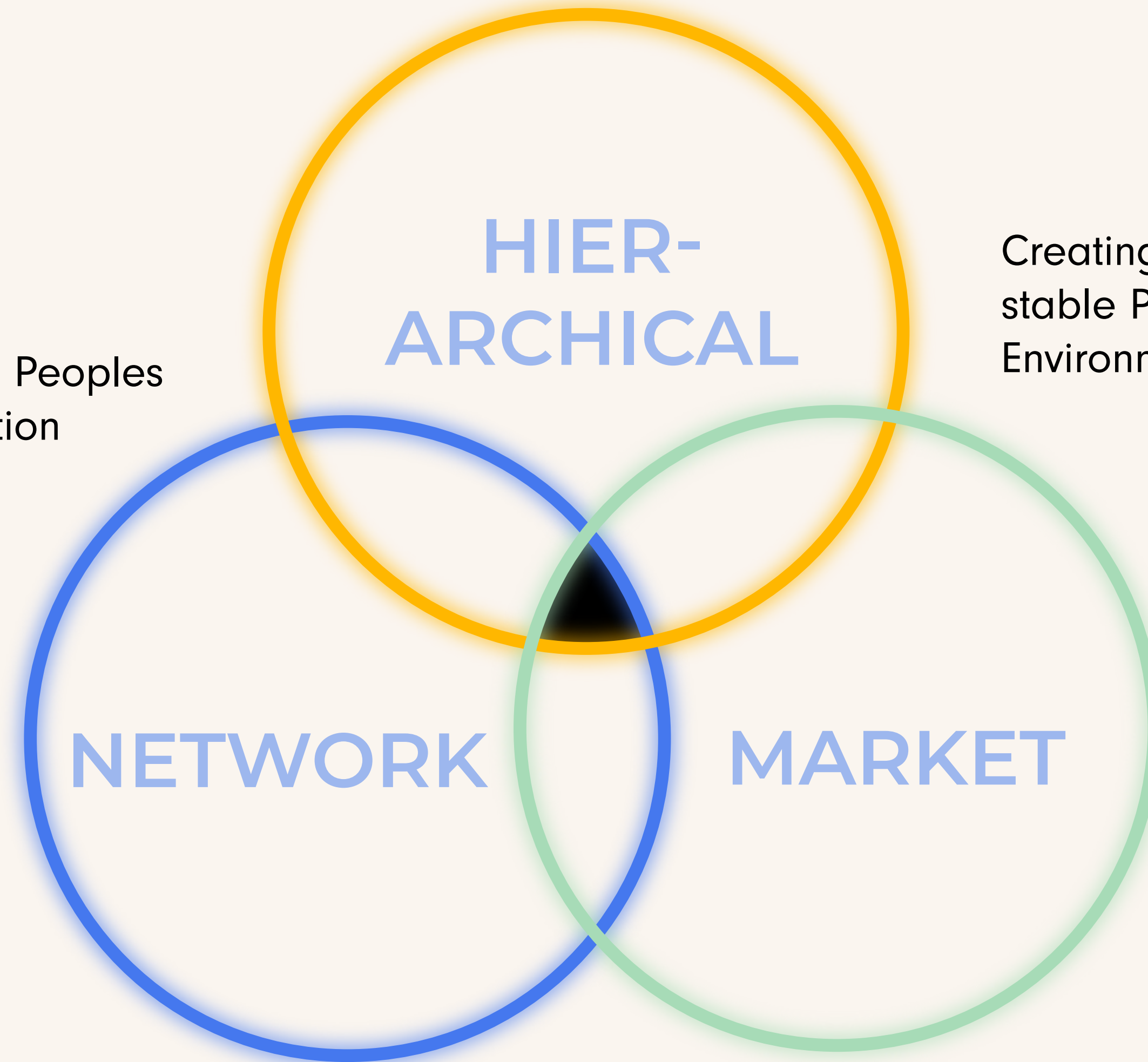
Governance styles

Market governance

- Organisations should function as business units
- Efficiency, competition
- Market-based instruments such as taxes

(Meuleman, 2019)

Mobilises Peoples participation



Creating favourable and stable Political and Social Environment

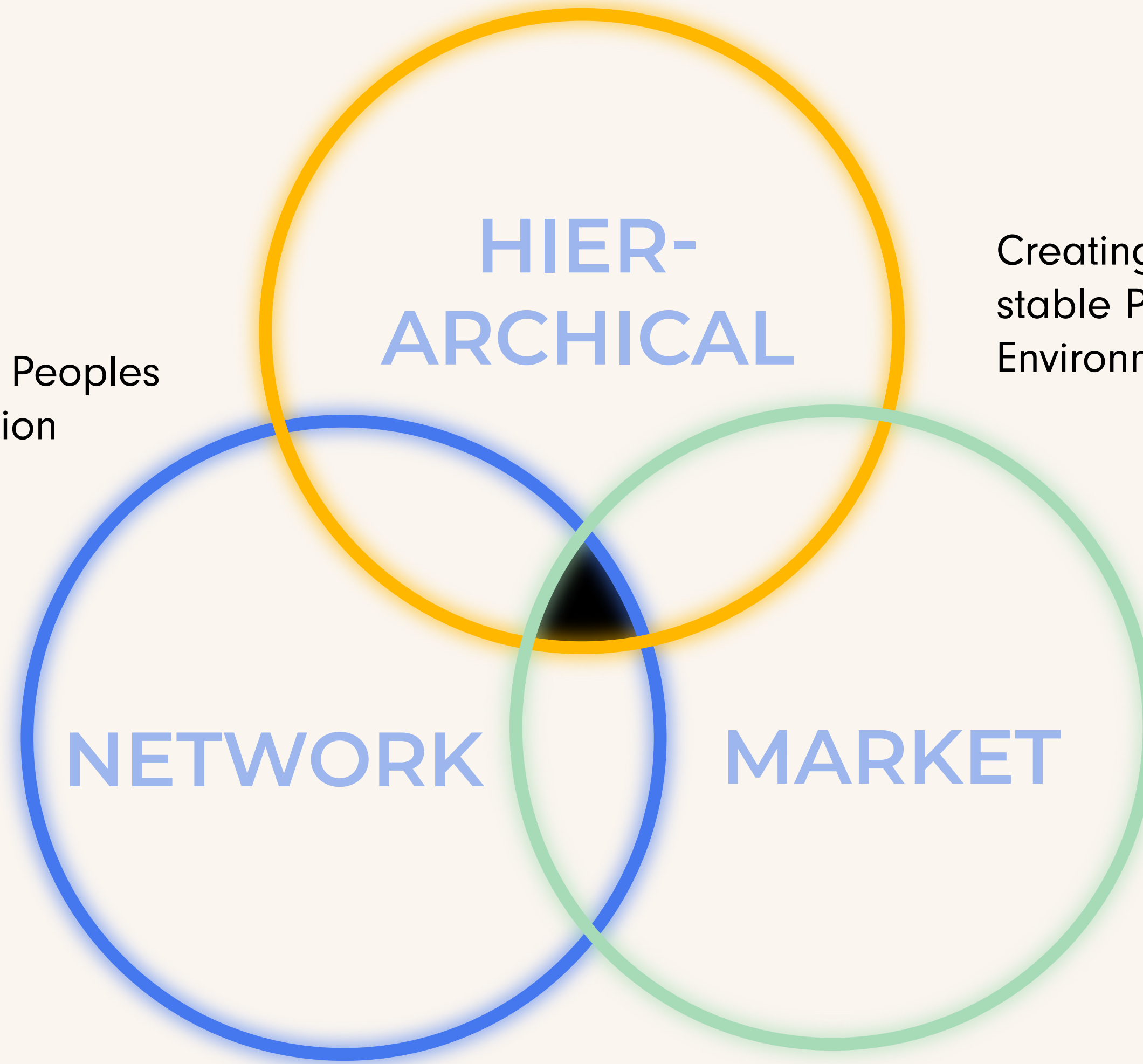
Stimulates open Growth and opportunities for People

Governance styles

Network governance

- Includes way to deal with complexity
- Cooperative
- Managing of complex networks and diverse stakeholders (Kickert et al., 1997)
- Incrementalist approach

Mobilises Peoples participation



Creating favourable and stable Political and Social Environment

Stimulates open Growth and opportunities for People

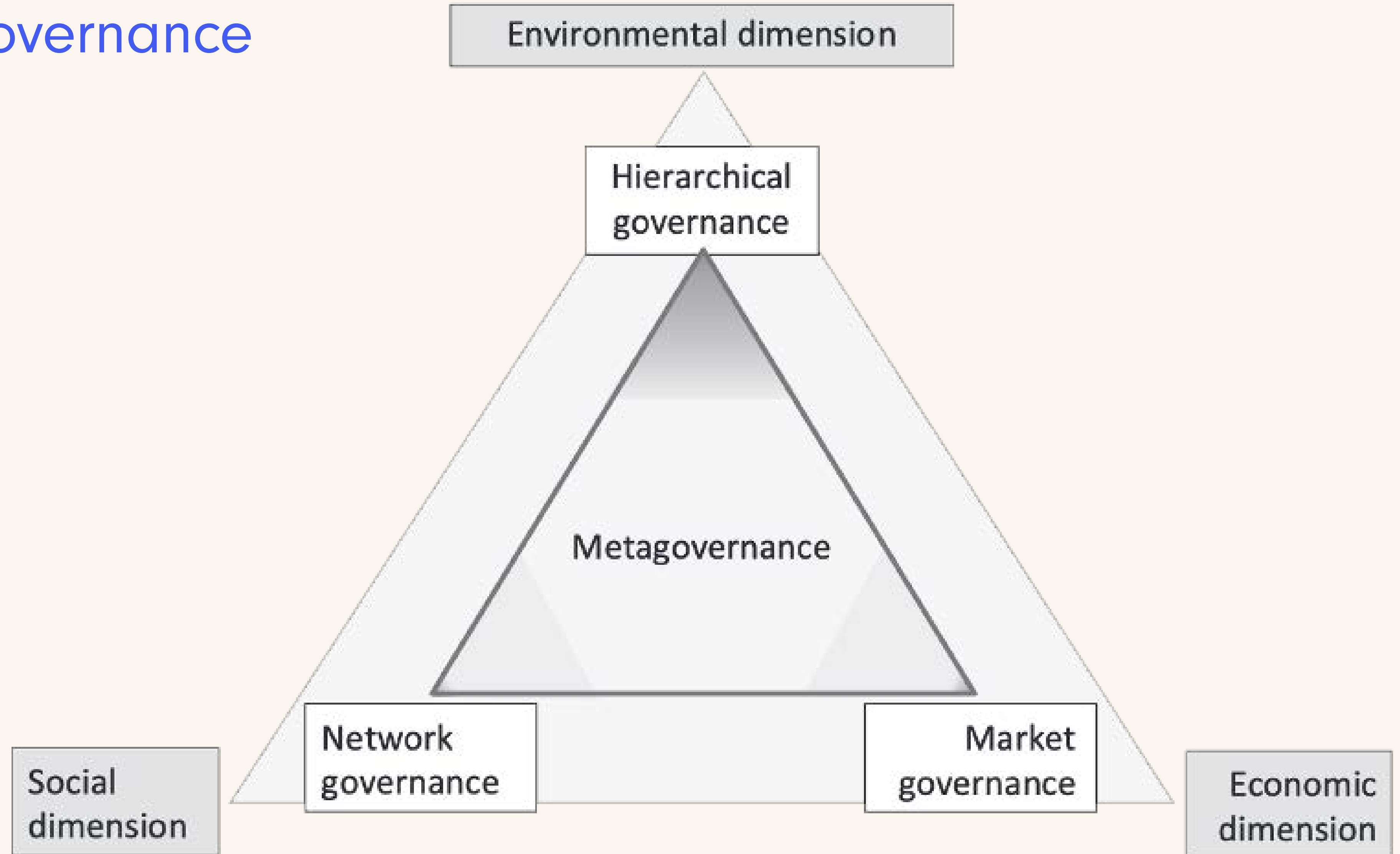
02

THEORY

(Meta)governance

Balancing

- Balance between dimensions, shouldn't be handled separately (Meadowcroft, 2011)
- Holistic goals ask for holistic governance approaches
- Created through designing and managing combinations of all three basic governance styles, hierarchical, market and network (Meuleman, 2019).



(Meuleman, 2019 & Meadowcroft, 2011)

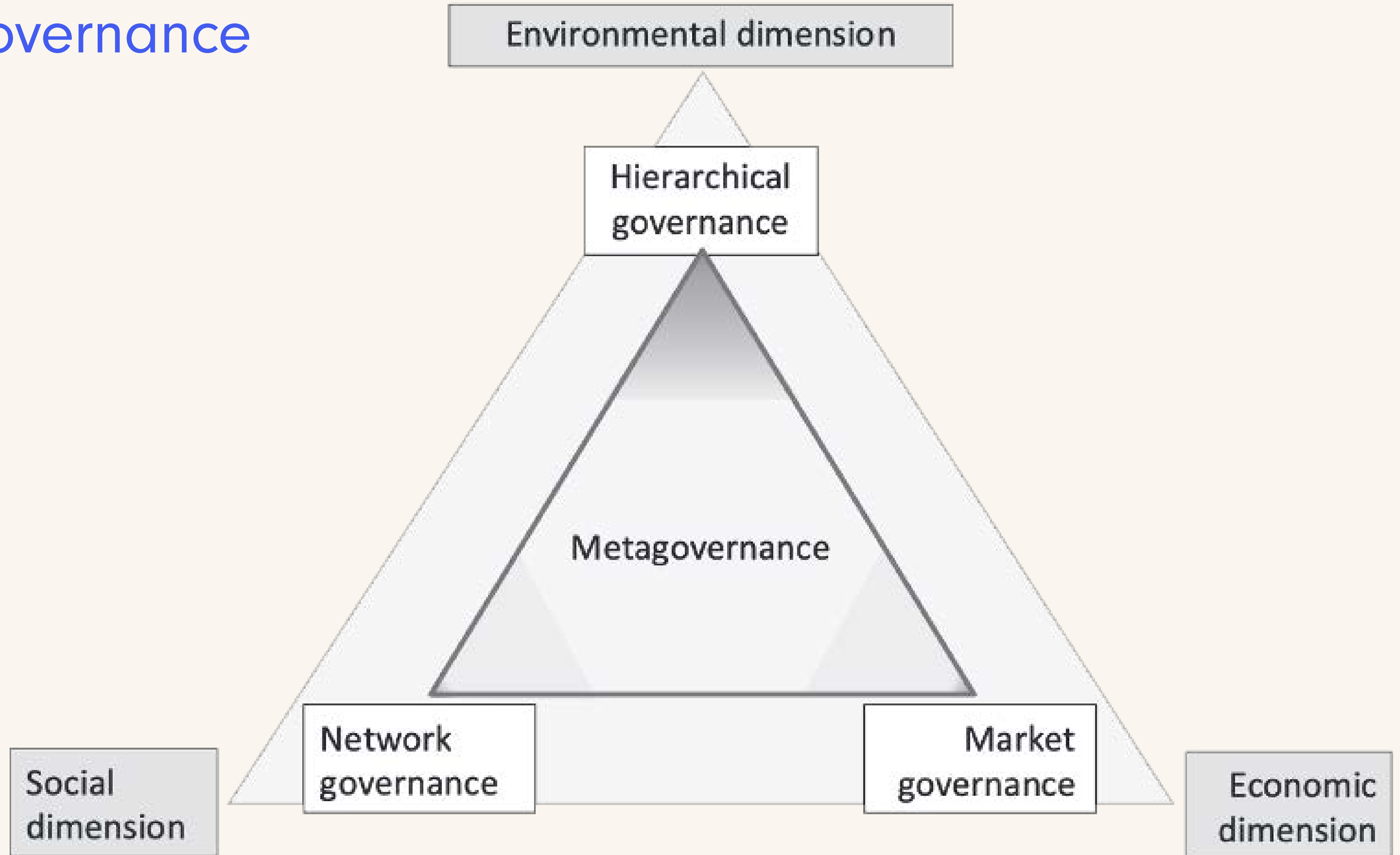
02

THEORY

(Meta)governance

Critics

- Goal to foster a holistic and adaptable governance system,
- Can result in fragmented and indecisive management structures, counteracting the objectives of efficiency and adaptability it aims to achieve (Sørensen & Torfing, 2009)



(Meuleman, 2019 & Meadowcroft, 2011)

Sustainable Mobility

Mobility justice

DISTRIBUTIVE JUSTICE

providing a critical minimum of accessibility for all people

DELIBERATIVE JUSTICE

providing access to previously excluded groups

PROCEDURAL JUSTICE

fairness of processes by which mobility systems are governed

RESTORATIVE JUSTICE

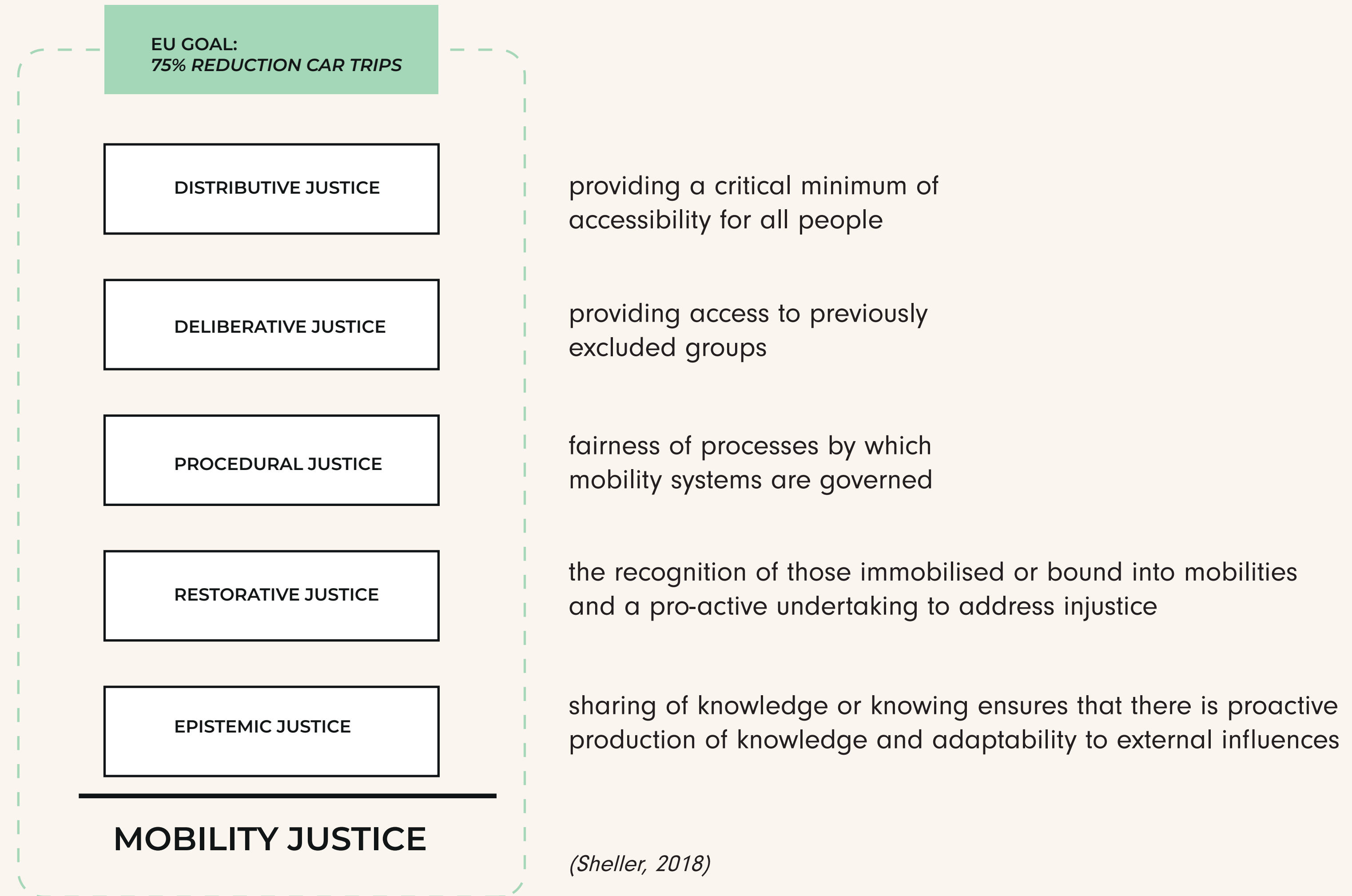
the recognition of those immobilised or bound into mobilities and a pro-active undertaking to address injustice

EPISTEMIC JUSTICE

sharing of knowledge or knowing ensures that there is proactive production of knowledge and adaptability to external influences

MOBILITY JUSTICE

(Sheller, 2018)



01

PROBLEM

02

THEORY

03

METHODOLOGY

04

RESULTS

05

CONCLUSION

A CLOSER LOOK
AT THE METHODS

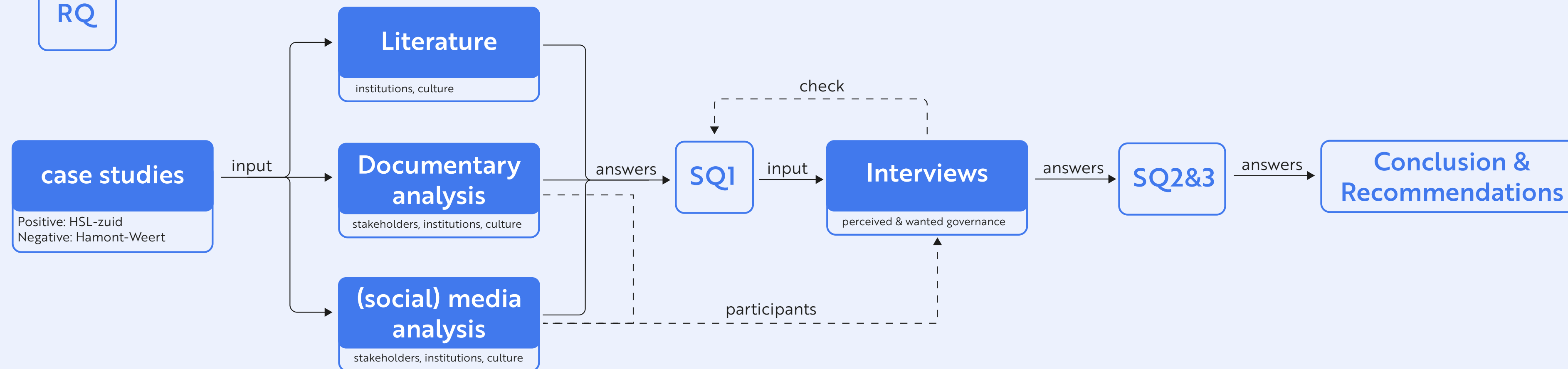


Flowchart

Sub question	Method
1. How can governance be conceptualised in relation to sustainable mobility transitions? <ol style="list-style-type: none"> Who are the stakeholders involved in a sustainable mobility transition? What are the cultural and traditional factors that influence governance in the context of sustainable mobility transitions in the Netherlands and Belgium? What institutions influence governance in the context of sustainable mobility transitions in the Netherlands and Belgium? 	Literature, Documentary Analysis (Social) Media Analysis Case Study
2. How do stakeholders perceive the current distribution of governance styles? <ol style="list-style-type: none"> How do governance styles influence stakeholders in their actions? 	Case Study Interviews
3. What changes in governance should be made for stakeholders to facilitate a sustainable mobility transition in cross-border regions?	Case Study Interviews

To what extent can metagovernance activate stakeholders to facilitate sustainable mobility transitions in cross-border regions?

RQ



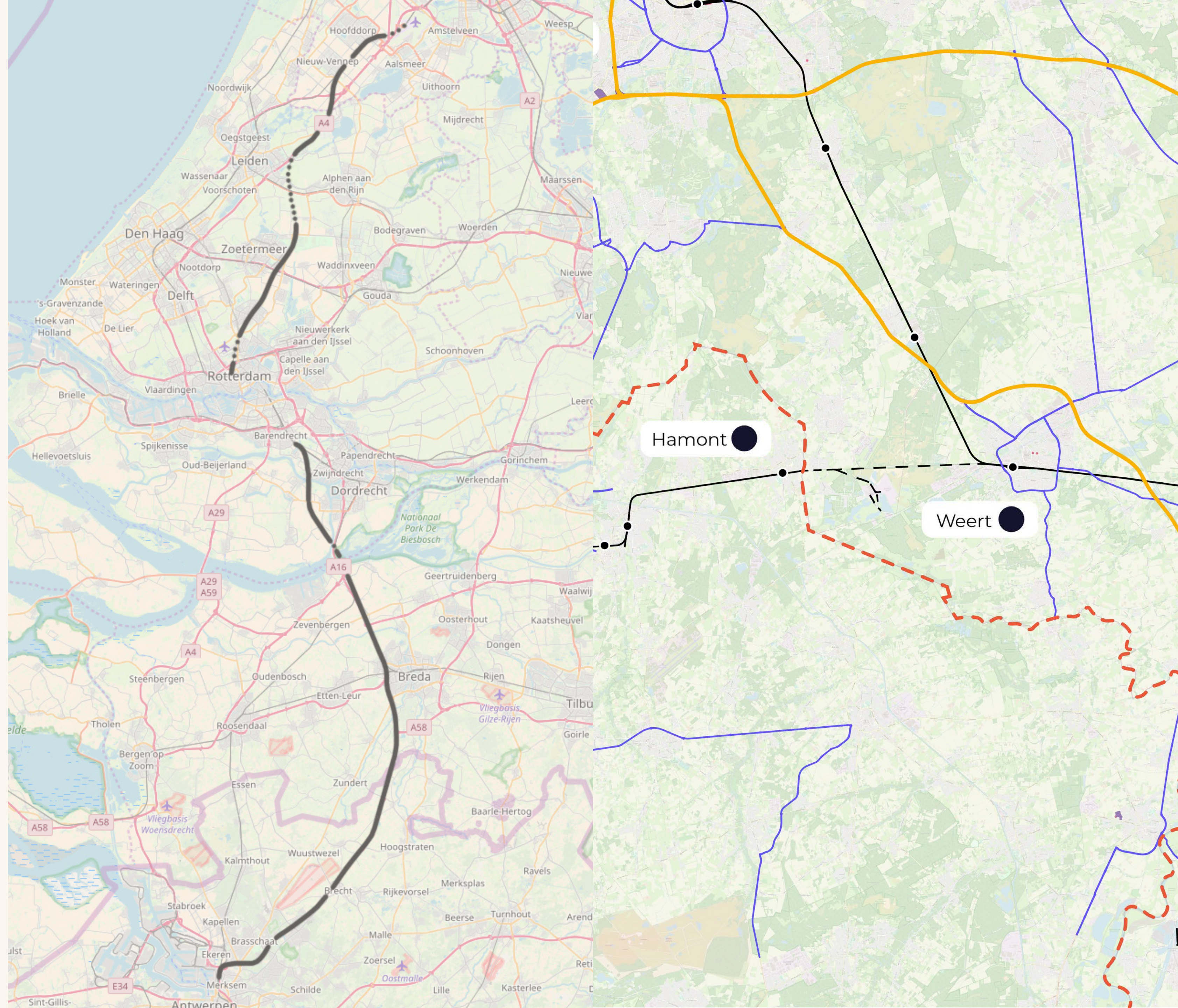
03

METHODOLOGY

Case studies

Characteristics

- Positive result or negative result
- Needs Cross-border collaboration.
- Lot of available correspondence (in terms of news articles, documents & reports)
- Has been part of political programs



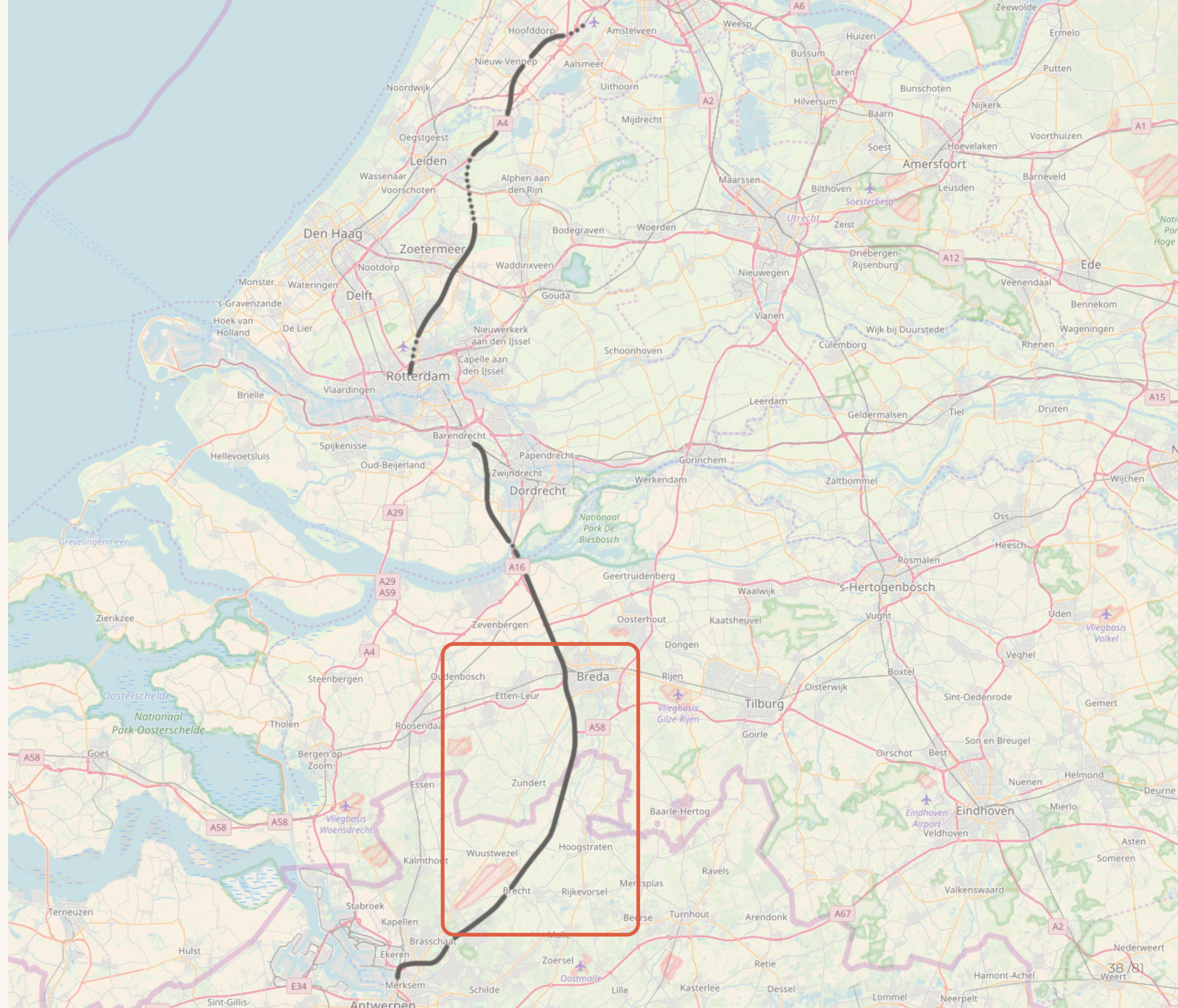
03

METHODOLOGY

Case study HSL-Zuid

Characteristics

- Positive case
- Last built rail connection between Belgium and the Netherlands
- Political debate



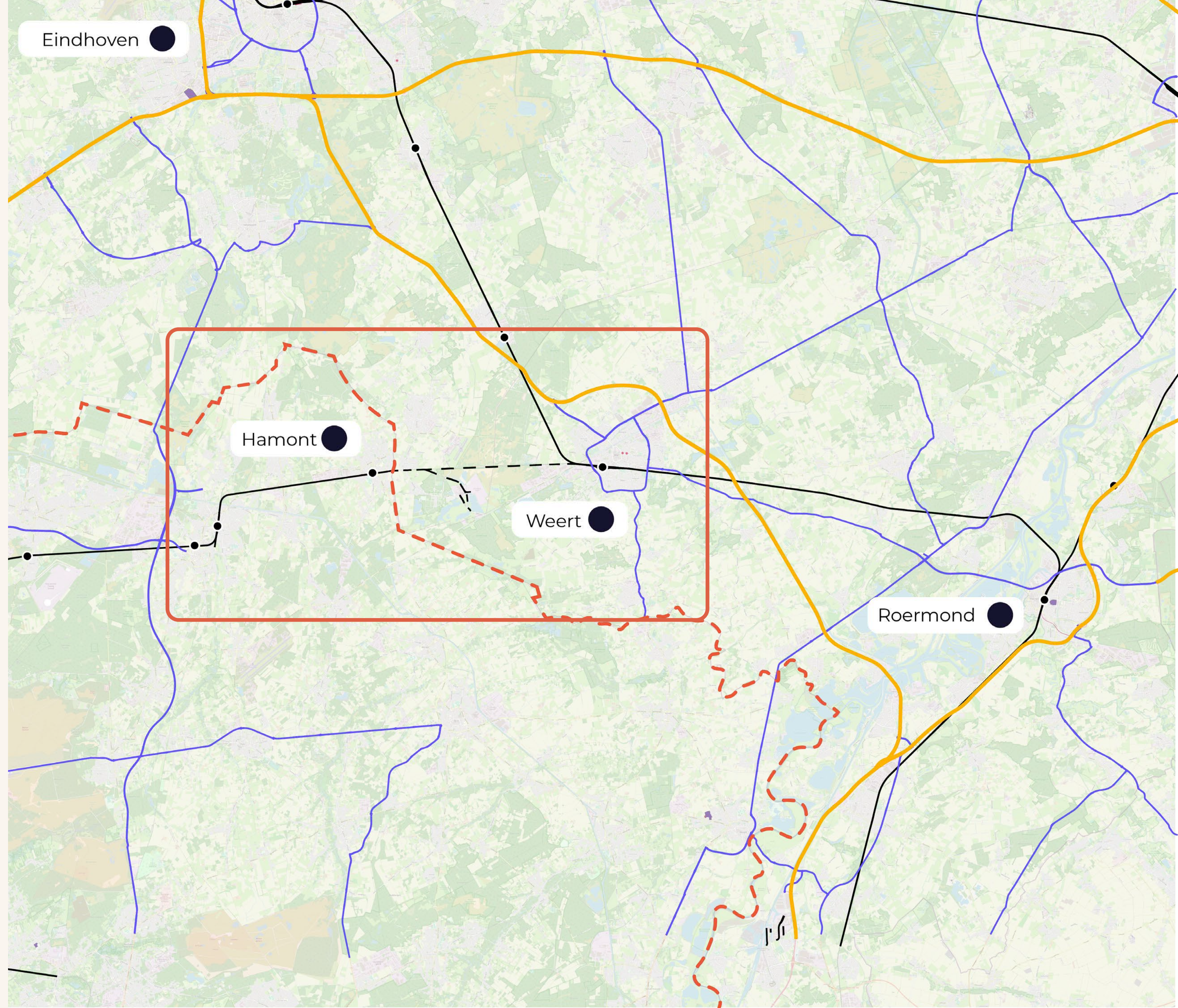
03

METHODOLOGY

Case study 'IJzeren Rijn'

Characteristics

- Negative case
- Existing rail connection
- 8 km has to be electrified



01

PROBLEM

02

THEORY

03

METHODOLOGY

04

RESULTS

05

CONCLUSION

MAKING SENSE OF THE
INFORMATION



I

**Influences on
governance**

Literature review

II

Case 1 | HSL

*Documentary analysis
(Social) Media analysis*

III

**Case 2 |
Hamont - Weert**

*Documentary analysis
(Social) Media analysis*

IV

**Cross-Case
Analysis**

Interviews

Influences on governance

Literature review

Literature Review

- Influences on governance
- Structure of public transport sector
- Societal differences



Traditions & culture



Stakeholders



Institutions



Traditions & culture



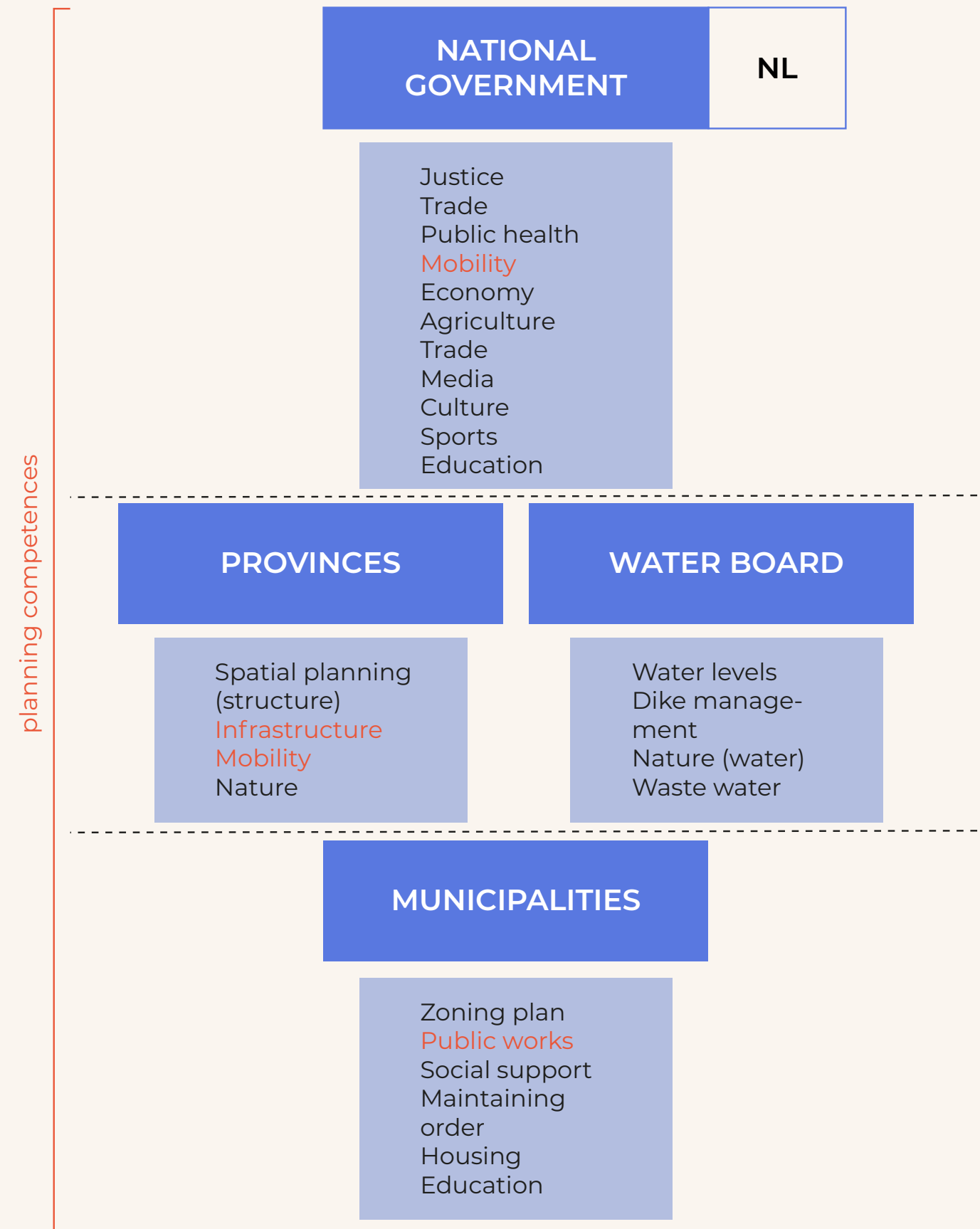
Stakeholders



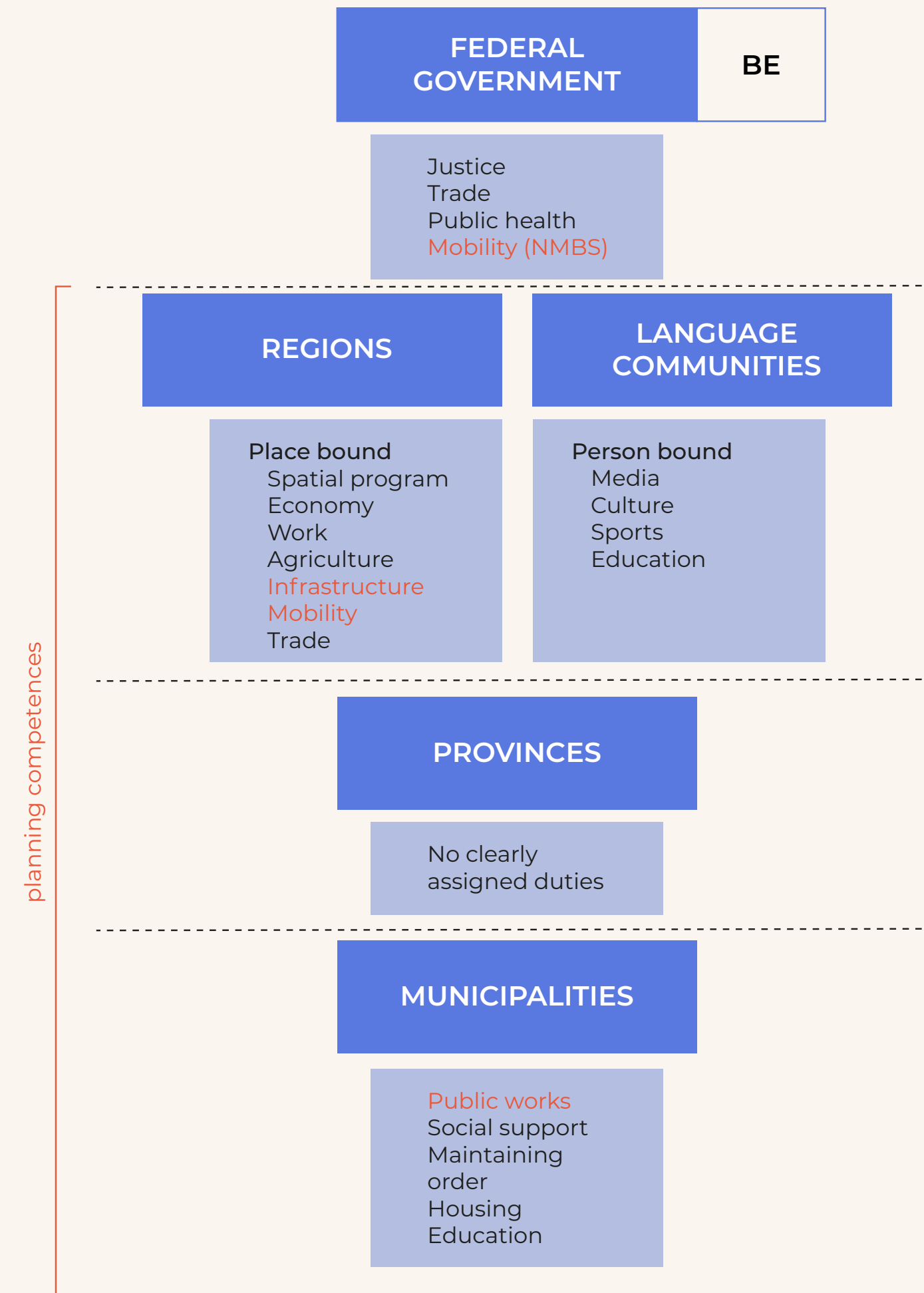
Institutions

Institutions

Government structure



NL



BE

Organisational diagram of the Dutch and Belgian Governments, showing planning competences. In orange it shows the departments in charge of infrastructure and transport (Belgische Federale Overheidsdiensten, n.d.; Rijksoverheid, n.d.).

Public Transport Policies

	The Netherlands	Belgium
Market type	Semi-open market Concessions (exceptions for main train network and cities of The Hague, Rotterdam and Amsterdam)	Closed market Monopoly (exceptions for international services)
Train operators	<u>NS</u> , Arriva, QBuzz, Connexion, etc.	NMBS
Tram, Metro, Bus operators	<u>Arriva</u> , QBuzz, Connexion, EBS, RET, GVB, HTM	<u>De Lijn - Flanders</u> TEC - Wallonia MIVB - Brussels
Infrastructure (rail)	<u>Prorail</u>	<u>Infrabel</u>

Comparison between Dutch and Belgian public transport systems based on (Ministerie van Infrastructuur en Waterstaat, 2021 & Belgische Federale Overheidsdiensten, n.d.-b.)



Case 1 | HSL

Documentary analysis
(Social) Media analysis

Documentary Analysis

- Formal information channels
- Parliamentary reports
- Research reports

(Social) Media analysis

- News articles (comments)
- Newsletters of passenger organisations
- Blogposts on forums

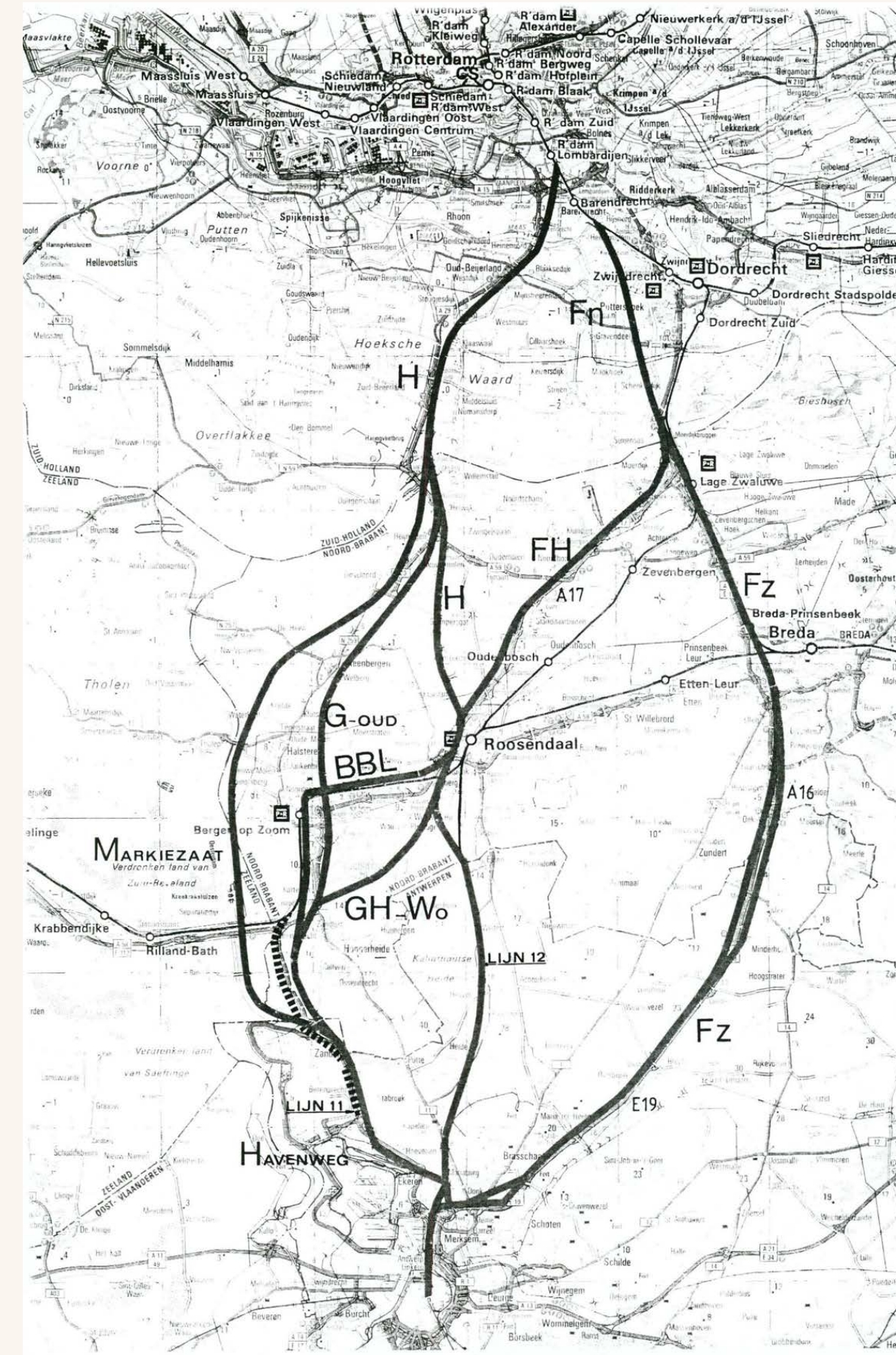
1984 - 2001: Optimism & Rigidity

- Optimistic about new connection
- Bad communication between BE & NL
- NL makes and announces decision for route without definitive agreement with BE
- Frustration between parties

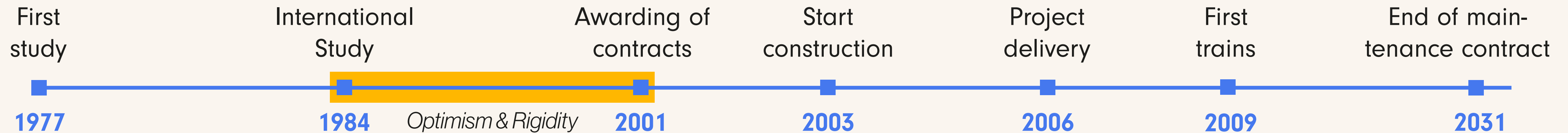
public opinion

1990 - 1998: Initial Resistance

- Initial route and uncertainties about this triggered protest among local municipalities.
- Growing concerns impact on environment.

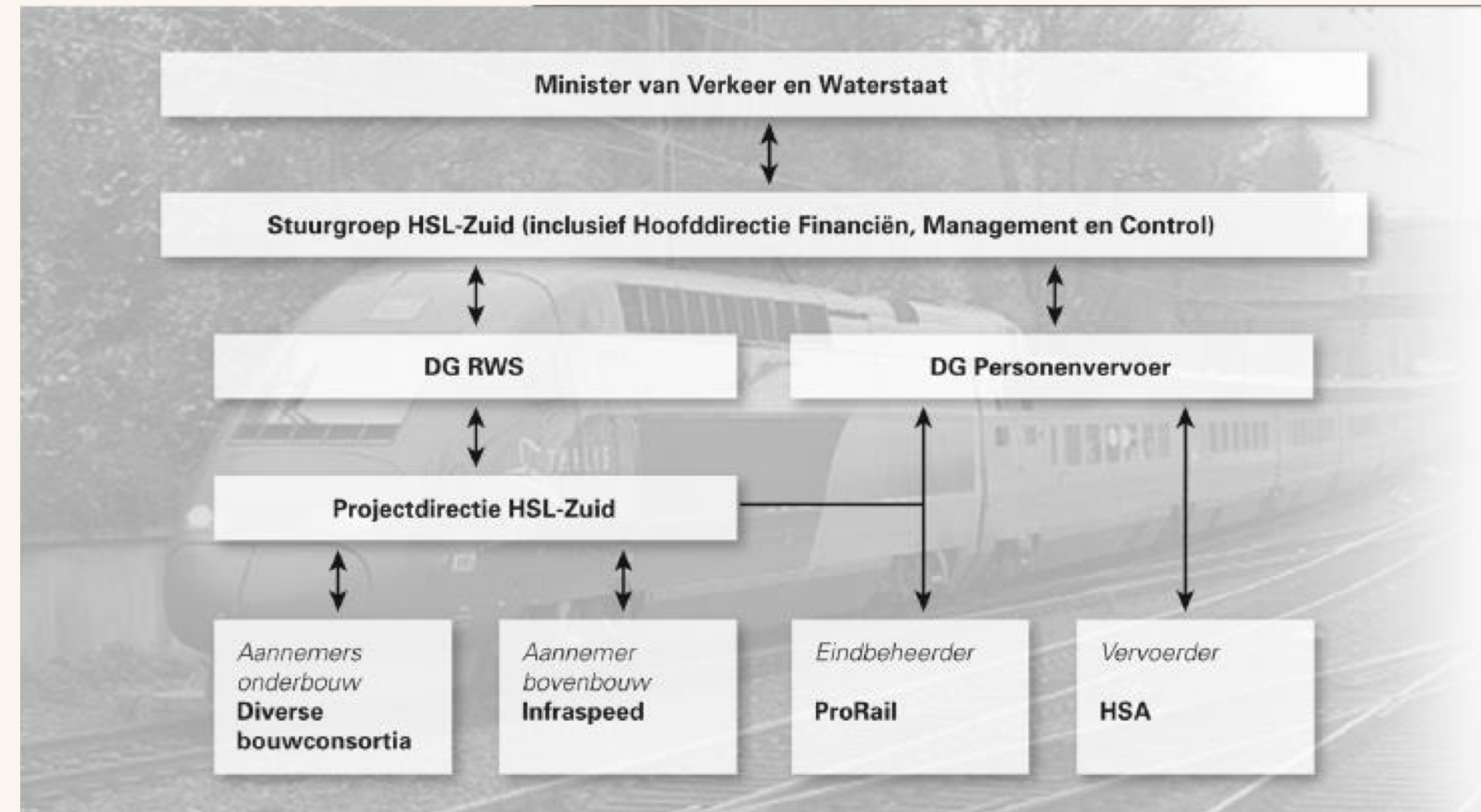


(Projectbureau HSL-Zuid-Infra, 1995)

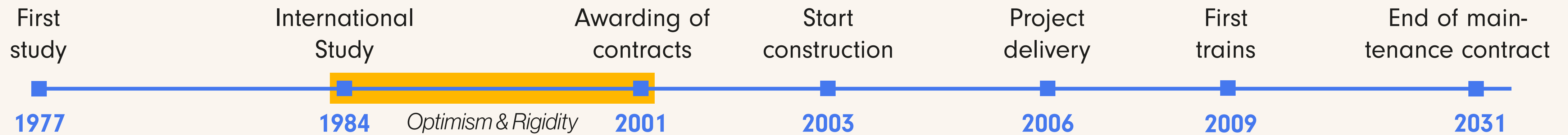


2001-2006: Contracts & constructions

- Substructure in 7 D&C contracts
- Superstructure in 1 DBFM contract



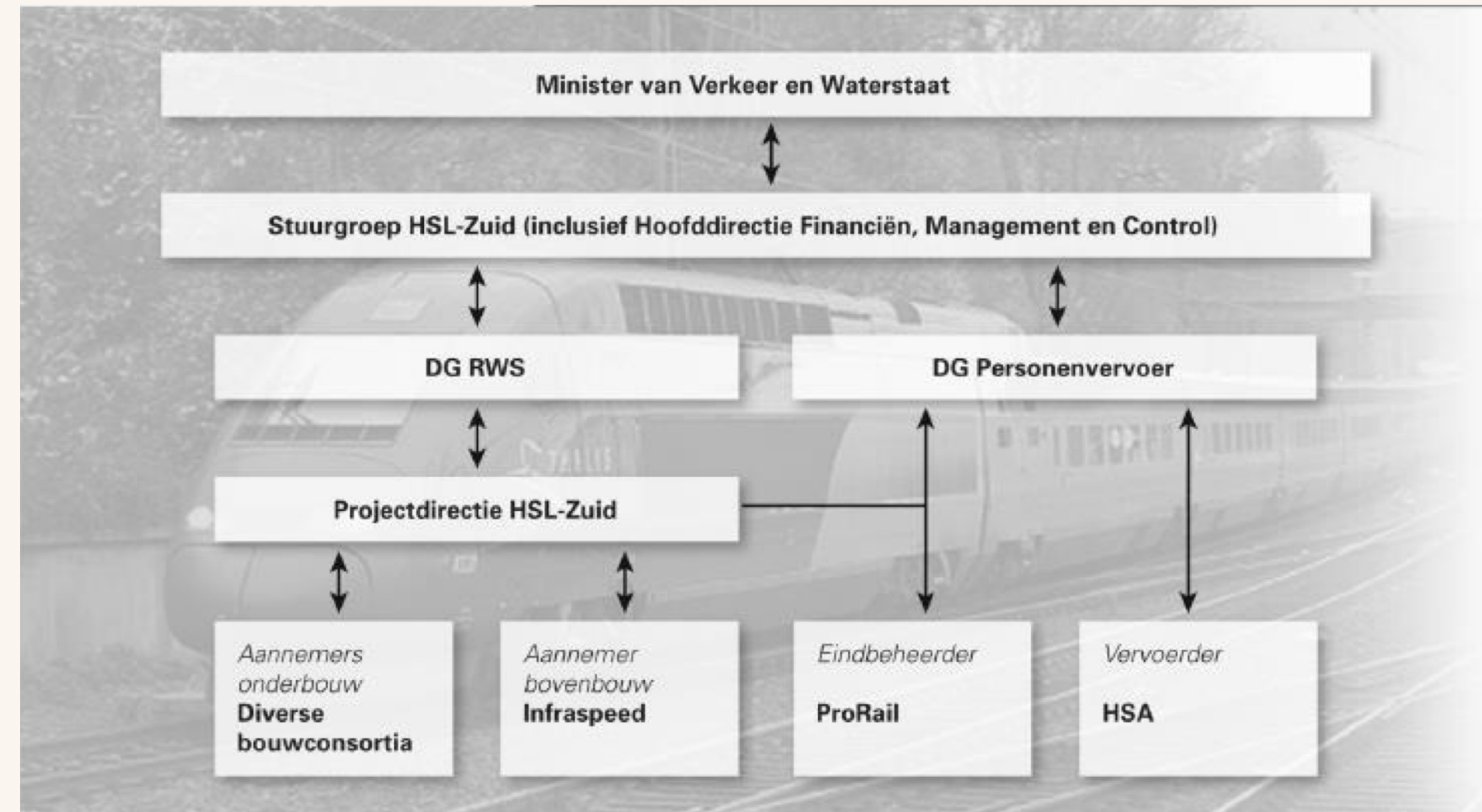
(Algemene Rekenkamer, 2007)



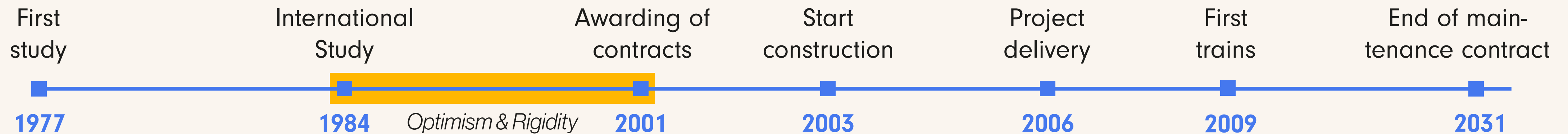
public opinion

1998 - 2006: Shifting sentiments

- Rijkswaterstaat starts 'Infralab' experiments, public participation
- Citizens deem train vital for economic growth
- Knowledge gap on what HSL exactly is.

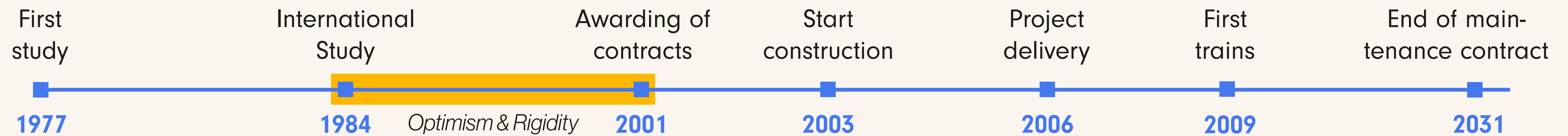


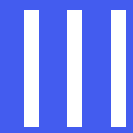
(Algemene Rekenkamer, 2007)



Input interviews

- The nuances of the contract set up
- Responsibilities
- Communication between BE & NL





Case 2 |
Hamont - Weert

Documentary analysis
(Social) Media analysis

Documentary Analysis

- Formal information channels
- Parliamentary reports
- Research reports

(Social) Media analysis

- News articles (comments)
- Newsletters of passenger organisations
- Blogposts on forums

Case 2

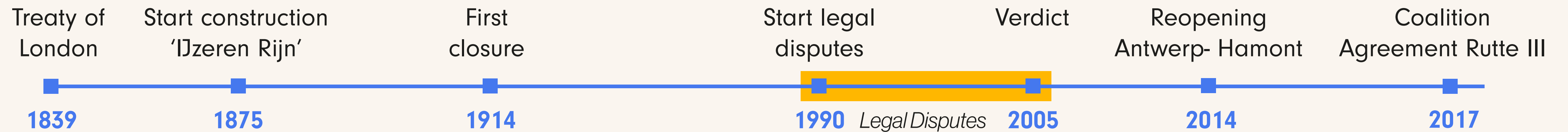
IJzeren Rijn (Hamont-Weert)

1839: Treaty of London

- 24 articles
- Article 12
- Right of Transit by rail or canal



Page from the Treaty (Nationaal Archief, 2014)



04

RESULTS

Case 2

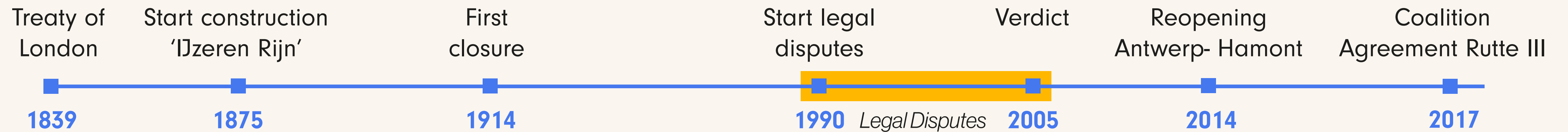
IJzeren Rijn (Hamont-Weert)

1990 - 2005 Legal Disputes

- Protective environmental conditions
- Permanent Court of Arbitration
- Court decided in favour of Belgium



Permanent Court of Arbitration Seal (n.d.)



Case 2

IJzeren Rijn (Hamont-Weert)

2014: Reopening Antwerp - Hamont

- New connection since 1957
- Electrified in 2018 (up until the Dutch border)

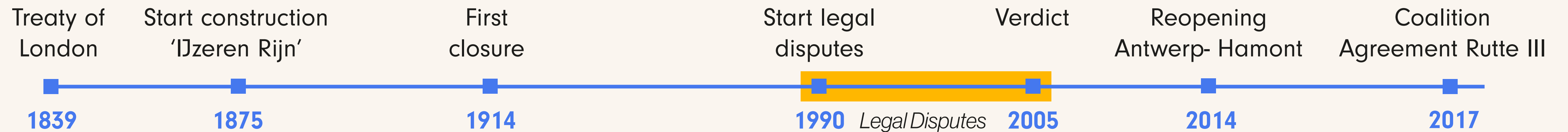
public opinion

2010-2015: Local support & dissapointments

- First facebook group started
- Tweets about the missing link start coming up.
- Frustration about slow pace NL vs BE



First Train leaving in Hamont (Ahrend01, 2014)



Case 2

IJzeren Rijn (Hamont-Weert)

2017 >: Recent years

- Coalition Agreement Rutte III
- Multiple studies by ProRail and Rebel Group
- Demissionary cabinet

public opinion

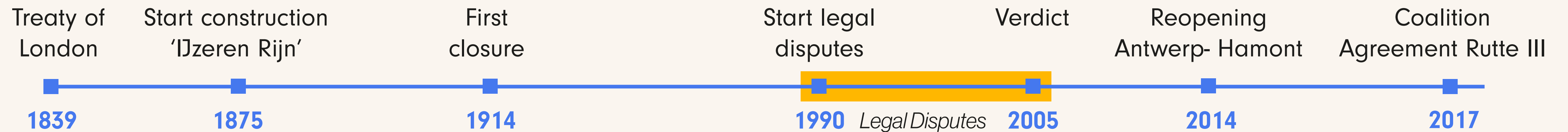
2015-2017: Continued advocacy

- Symbolic train ride
- Working group on petition with 10.000 signatures
- Positive and skeptic remarks on inclusion in coalition agreements

public opinion

2017-2022: Petitions & Political support

- Lobby group vTv presents petition to BBB to get the matter adressed in parlement.



Case 2 IJzeren Rijn (Hamont-Weert)



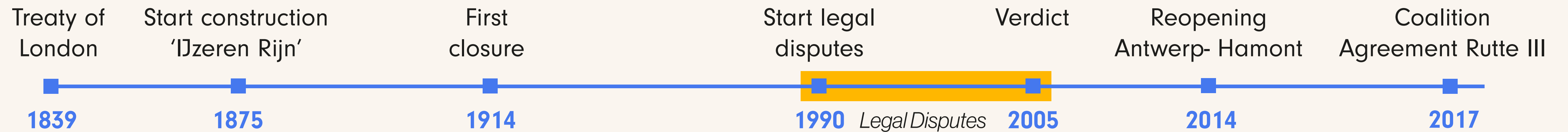
Lobbygroup vTv presenting the petition to members of Political Party BoerBurgerBeweging (BBB BoerBurgerBeweging, 2022)

Case 2

IJzeren Rijn (Hamont-Weert)

Input interviews

- Are there multiple interests at play
- The array of different feasibility studies & role of participants in these



IV

Cross-Case Analysis

Interviews

Interview Setup

- 12 interviews representing diverse range of perspectives & roles

Interviews

Interview protocol

- Semi-structured interview, flexibility and in-depth exploration
- 45-60 minutes
- Online or on location
- Pseudonymised

Interview questions

- Opinion on the value cross-border travel
- Role within the project
- Decision-making processes
- Strategy building
- Stakeholder engagement
- Collaboration with other stakeholders

Participants

	Function	Case	Origin
Participant 1	vTv lobby group	IJzeren Rijn (Hamont-Weert)	BE
Participant 2	vTv lobby group	IJzeren Rijn (Hamont-Weert)	NL
Participant 3	Rover Limburg	IJzeren Rijn (Hamont-Weert)	NL
Participant 4	Infraspeed	HSL	NL
Participant 5	Rover National	HSL/IJzeren Rijn (Hamont-Weert)	NL
Participant 6	Province of Limburg	IJzeren Rijn (Hamont-Weert)	NL
Participant 7	Municipality of Weert	IJzeren Rijn (Hamont-Weert)	NL
Participant 8	Prorail	HSL	NL
Participant 9	BAM groep	HSL	NL
Participant 10	Ministry of Infrastructure & Water, The Netherlands	HSL	NL
Participant 11	Federal Government of Belgium	IJzeren Rijn (Hamont-Weert)	BE
Participant 12	Federal Government of Belgium/NMBS	IJzeren Rijn (Hamont-Weert)	BE

Governance Features	Hierarchical	Network	Market
Vision & Strategy [39]			
Roles of government [3]	Government delivers societal services [0]	Government is partner in a network society [3]	Government rules society [0]
Strategy styles [4]	Learning style; chaos style; coping with unpredictability [1]	Planning and design style; power style; compliance to rules and control [3]	Power style; getting competitive advantage [0]
Orientation of organisation [8]	Top-down formal [5]	Horizontal, formal [4]	Bottom-up, suspicious [0]
How actors are perceived [26]	Subjects [5]	Partners [18]	Clients [4]
Selection of actors [2]	Controlled by written rules [0]	Free, ruled by trust [2]	Free, ruled by price [0]
Institutions & Instruments [90]			
Institutional logic [34]	Line organisation, centralised [18]	Soft structure [6]	Decentralised, semi-autonomous units [12]
Typical policy instruments [5]	Law-making, control mechanisms, penalties [5]	Networks, stakeholder engagement [0]	Incentives, awards [1]
Unit of decision-making [9]	Public authority [9]	Group [0]	Individual [0]
Transaction types [5]	Unilateral [3]	Multilateral [1]	Bi- and multilateral [2]
Degree of flexibility [9]	Low to medium flexibility [5]	Medium flexibility [2]	High flexibility [2]
Commitment among parties [5]	Low/public private partnerships [2]	Medium to high/multi-stakeholder partnerships [0]	Medium to high public private partnerships [3]
Communication styles [7]	Communication about policy [2]	Communication for policy [5]	Communication as policy [0]
Roles of knowledge [11]	Expertise for effectiveness of ruling [4]	Knowledge as a shared good [7]	Knowledge for competitive advantage [2]
Approaches to impact assessment [15]	Evidence based policy making [1]	Inclusive assessment of policy options [4]	Cost-benefit analysis [12]

Governance Features	Hierarchical	Network	Market
Processes & People [39]			
Public sector reform approach [11]	Top-down [3]	Inclusive [4]	Outsourced expertise [5]
Relation types [4]	Dependent [0]	Interdependent [4]	Independent [0]
Roles of public managers [11]	Clerks and Martyrs [3]	Explorers producing public value [1]	Efficiency and market maximizers [0]
Leadership styles [8]	Command and Control [2]	Coaching and supporting [3]	Delegating, enabling [3]
Degree of empowerment inside organisations [11]	Low [3]	Empowered lower officials [9]	Empowered senior managers [0]
Conflict resolution types [5]	Classical negotiation, power-based (win-lose) [1]	Mutual gains approach (win-win) [4]	Classical negotiation, competition based (win-lose) [0]
Problems & Solutions [26]			
Typical governance failures [15]	Ineffectiveness; red tape [8]	Never-ending talks, no decision, undemocratic [5]	Economic inefficiency, market failures [2]
Role of public procurement [7]	To establish stable relations with suppliers [0]	To stimulate innovation partnerships [3]	To stimulate competition among suppliers; create new markets [4]
Typical output and outcome [5]	Laws, regulations, control, procedures [0]	Expert networks, consensus, voluntary agreements [1]	Services, products, contracts, outsourcing [4]

- 50 features of governance (Meuleman, 2019)

Interviews

Coding

Governance Features	Hierarchical	Network	Market
Vision & Strategy [39]			
How actors are perceived [26]	Subjects [5]	Partners [18]	Clients [4]
Institutions & Instruments [90]			
Institutional logic [34]	Line organisation, centralised [18]	Soft structure [6]	Decentralised, semi-autonomous units [12]
Processes & People [39]			
Degree of empowerment inside organisations [11]	Low [3]	Empowered lower officials [9]	Empowered senior managers [0]
Problems & Solutions [26]			
Typical governance failures [15]	Ineffectiveness; red tape [8]	Never-ending talks, no decision, undemocratic [5]	Economic inefficiency, market failures [2]

Interviews

Coding

- 2 additional categories

Politics Netherlands & Belgium [25]

Communication problems [1]

Conflicting interests [11]

Differences in organisation of government [10]

Different laws [2]

Processes not synchronised [2]

Other [40]

Active approach [13]

Border regions are left behind [3]

Responsibilities/complexity [6]

Thinking in Silos [9]

Value of Cross-border connections [10]

Interviews

Value of Cross-border Connections

- Significant role for Strategic Regional Development
- Low public priority despite recognised importance
- Environmental and traffic concerns
- Addressing underinvestment
- Think beyond short distances
- Be critical and evaluate possible connections carefully

04

RESULTS

Interviews

Tensions

#1

National and Regional Imbalance in Decision-Making

#2

Formal and Informal Routes & Flexibility

#3

Conflicting interest/ bridging the gap

PO

Mixing Governance Styles

Interviews

Tension #1 National and Regional Imbalance in Decision-Making

- Centralised vs. Regional dynamics
 - Infrastructure = National (Hierarchical)*
 - Service = Regional (Network/Market)*
- Disconnect between national and regional realities → mainly in the Netherlands due to decentralisation
- Results in mismatch in decision making scales
- Potential lock-ins due to imbalance

Key takeaways #1

- Streamline funding and decision mechanisms and cohesive approach

"So a piece of track needs to be added there. Well, we as Limburg have freed up tens of millions of euros to be able to widen that track. Just for the record, track is not owned by the province of Limburg, it is owned by the state. Anyway, otherwise these decisions would not have been taken." (Participant 6 on example of imbalance)

Interviews

Tension #2 Formal and Informal routes & Flexibility

Getting the project on the table

- Formal landscape in the Netherlands NL (Hierarchical)
Emphasis on formal channels
Lobbying, petitioning
- Informal landscape in Belgium (Network)
Regional representatives in national parliament
Accesibility and informality

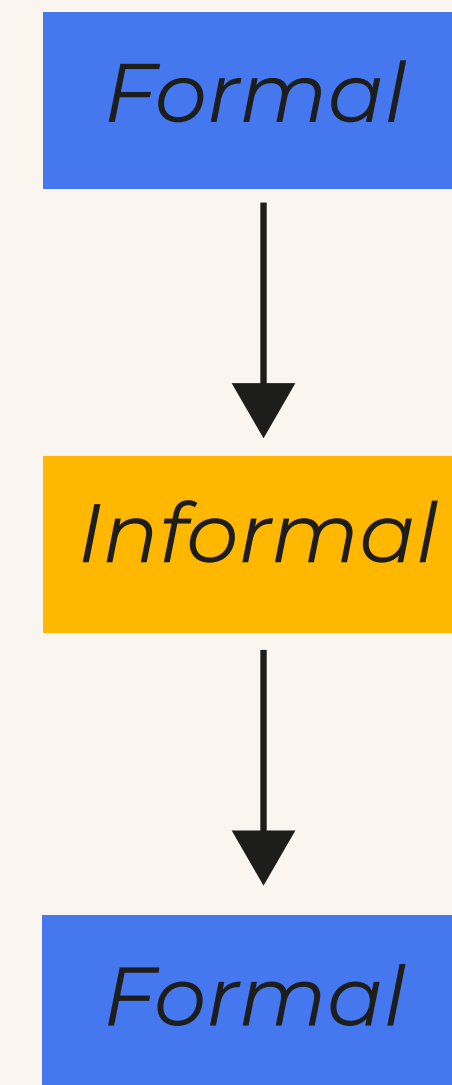
Perspectives from local governments

- Value of lobby groups, central role in NL (Network)
- Commitment to participatory decision-making in NL
- Stakeholders get a less substantial voice in BE during decision-making (Hierarchical)

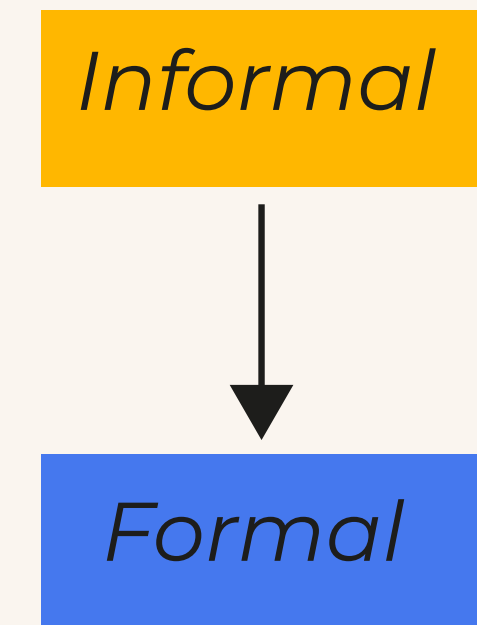
Final decision

- Public authority

NL



BE



Interviews

Tension #2 Formal and Informal routes & Flexibility

Construction and Maintenance phase

- Formal and hierarchical approach mandated by governments
 - Inflexible, Bureaucratic hurdles*
 - Challenges in communication*
- Need for a more informal landscape (Network)

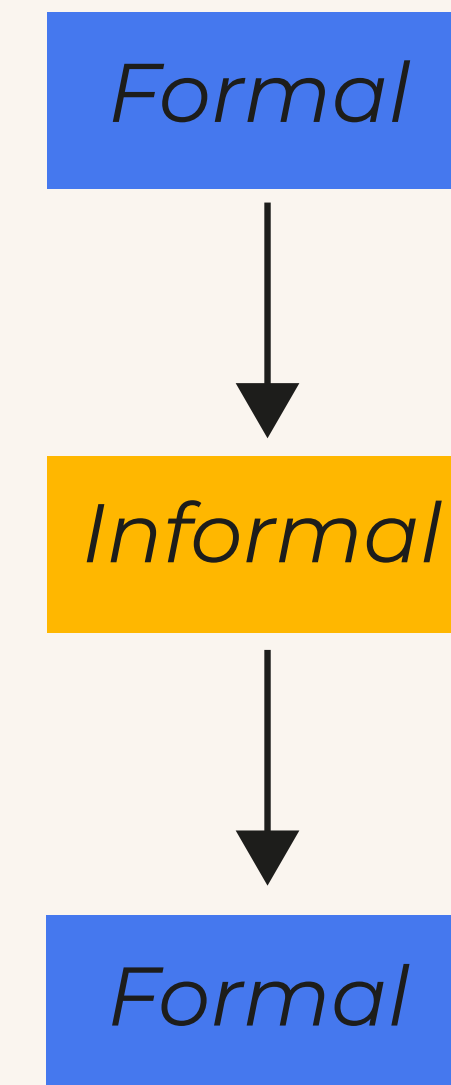
Governance Failures

- Hierarchical
 - Inefficiencies, bureaucratic obstacles, and 'red tape'*
 - Challenges in handling complexity and uncertainty*
- Network
 - Indecisiveness and never-ending talks*

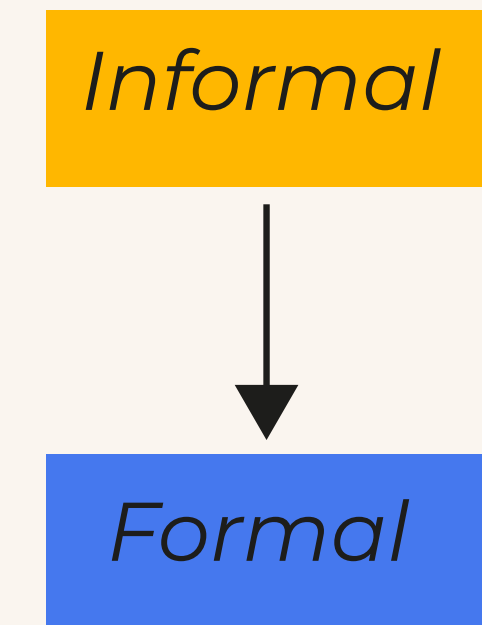
Key takeaways #2

- Awareness of formal and informal landscapes

NL



BE



Interviews

Tension #3 Conflicting interests

Factors beyond governance styles

- Distinct political systems
 - Varied roles, powers and decision-making structures*
 - Challenges in communication*

Pace of change

- Constant change
 - Elections*
 - New officials*
- Challenges in synchronization
- Emphasis on relationship building

Diverging National Interests

- Financial and regulatory differences
- Historical issues affecting current collaboration negatively (don't separate cases)

Key takeaways #3

- Understanding factors beyond governance styles is crucial for effectiveness

"in a general way it would help to have one clear strategy for a couple of years, instead of the current very adhoc approach". (Participant 12 on Pace of Change)

Interviews

Process Observation: Mixing governance styles

Hierarchical Governance meets Market Governance

- Integration of market thinking since 2000's
D&C Contracts
Decentralisation
- Influence of Cost-Benefit Analysis (Market)

Call for Network Governance

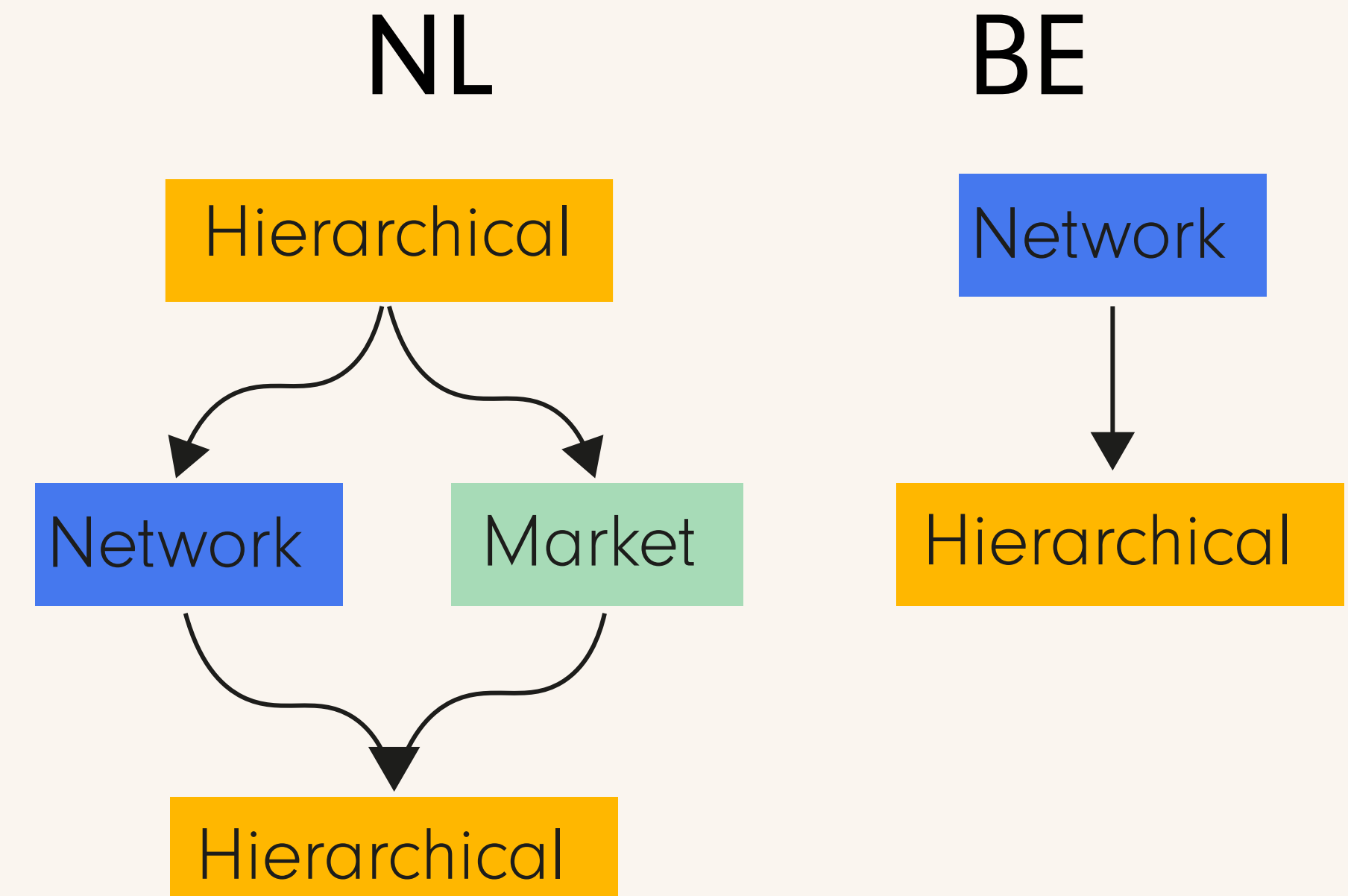
- Broader perspective needed
benefits beyond financial gains
New officials
- Inclusive assessment (Network)

Governance transitions

- Multiple shifts of styles within cases

Key takeaways #4

- Heightened awareness of shifts in governance styles and accompanied governance failures



"It depends on what you want it to bring in. If everyone in this world keeps thinking from the perspective of money, then we have a problem. Yes. Because then it doesn't bring in anything."
(Participant 7 on broader impact beyond financial gains)

01

PROBLEM

02

THEORY

03

METHODOLOGY

04

RESULTS

05

DISCUSSION &
CONCLUSION



WRAPPING UP

Discussion

Comparison with Previous Research

- Reaffirms the importance of integrating different governance styles in large scale infrastructure projects (Meuleman, 2019; Sørensen & Torfing 2009)

New Insights & Clashes with Previous Research

- The results of the research extend the current metagovernance framework and provide a much needed practical application
- The results contradicts the notion of metagovernance as a universally applicable model (Jessop, 2016) .
- It reveals the challenges of applying metagovernance in specific contexts.

Discussion

Ethical considerations

- Participants easily traceable
 - Limited pool of participants*
- Statements omitted to safeguard anonymity

Limitations

- Scarcity of Belgian participants
- Assymetry of insights
- Temporal gap of HSL
- Focus on The Netherlands and Belgium prevents generalisability of findings to other contexts.

Recommendations

- More balanced representation of participants
- More recent cross-border rail projects
- Include different contexts

Conclusion

1. Metagovernance is **already present**

2. Currently **multiple tensions** that prevent the right implementation of succesful governance frameworks

- National and Regional Imbalance in Decison-Making
- Formal and Informal routes & Flexibility
- Conflicting interests

3. The mix of governance styles is not inherently problematic; rather, it is the **awareness** of this mix that becomes crucial

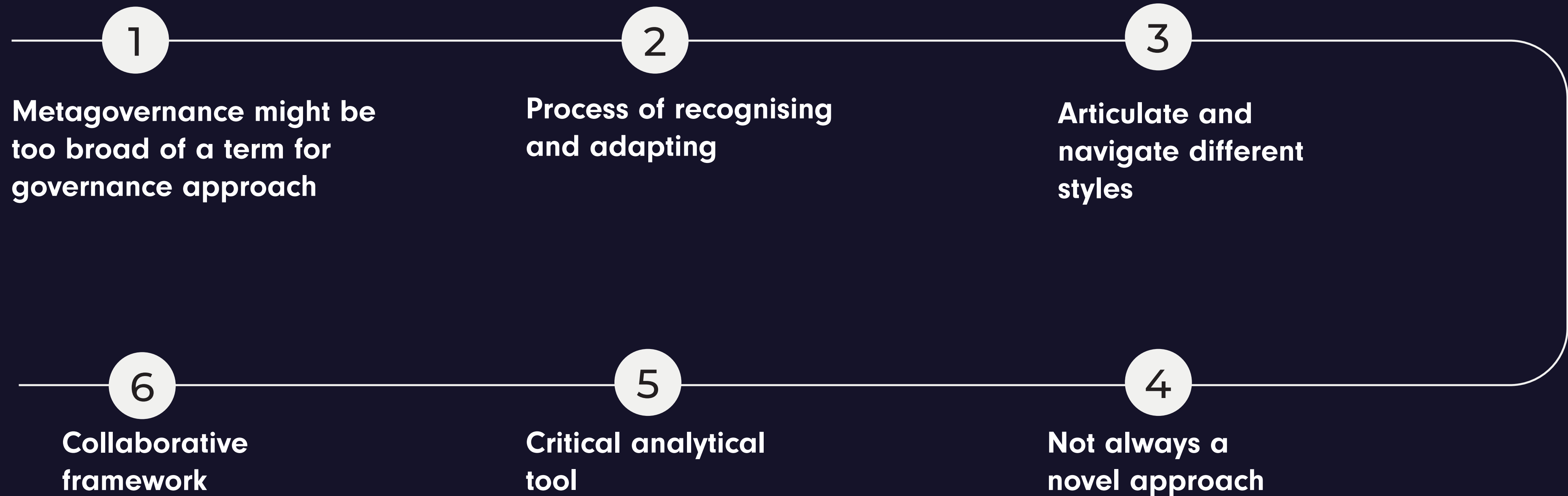


Main Research Question

To what extent can metagovernance activate stakeholders to facilitate sustainable mobility transitions in cross-border regions?

05

CONCLUSION



Metagovernance can become a catalyst for creating a harmonised and cooperative environment. It can align and activate diverse stakeholders towards facilitating **sustainable mobility transitions.**

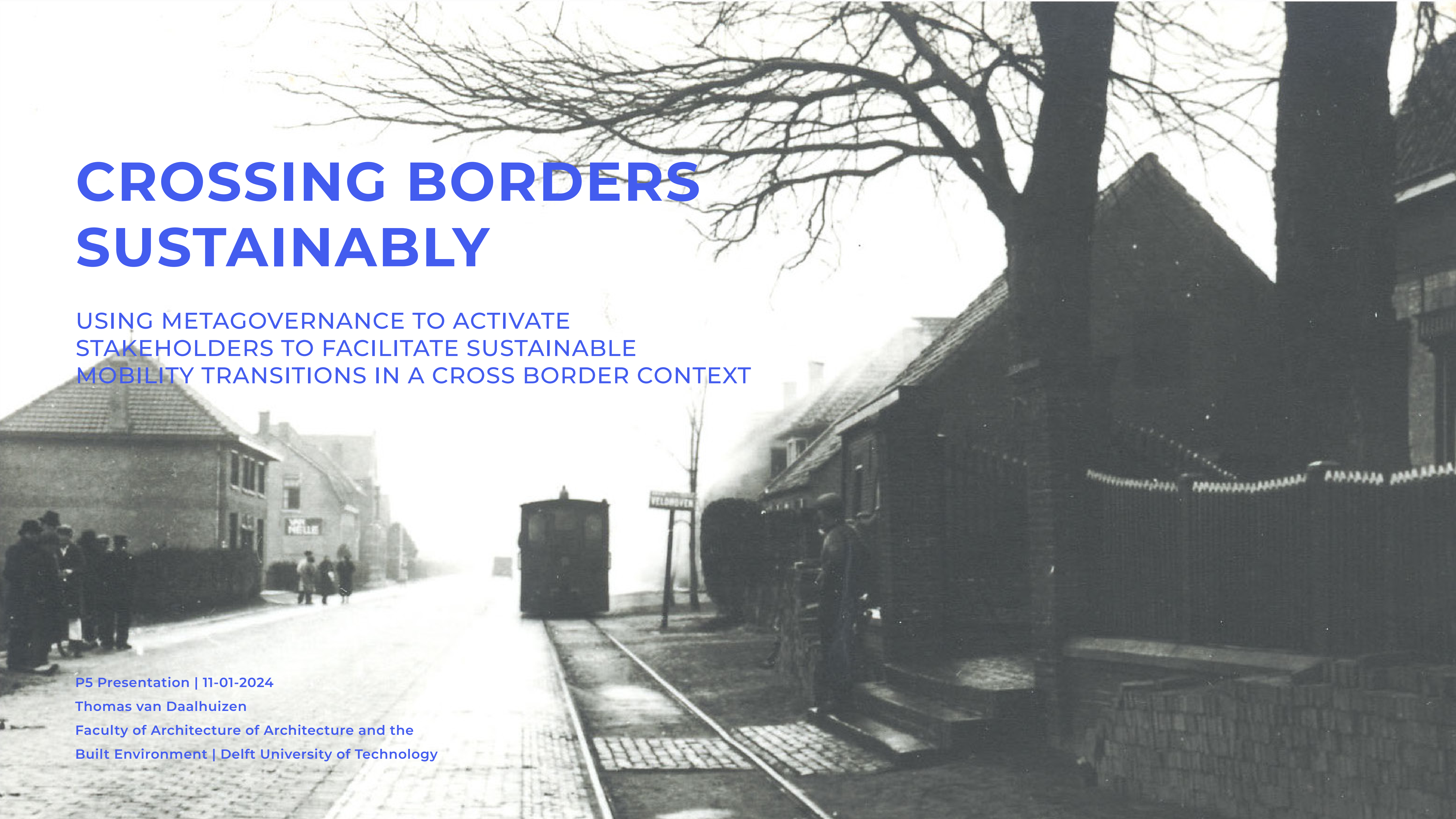
CROSSING BORDERS SUSTAINABLY

USING METAGOVERNANCE TO ACTIVATE
STAKEHOLDERS TO FACILITATE SUSTAINABLE
MOBILITY TRANSITIONS IN A CROSS BORDER CONTEXT

P5 Presentation | 11-01-2024

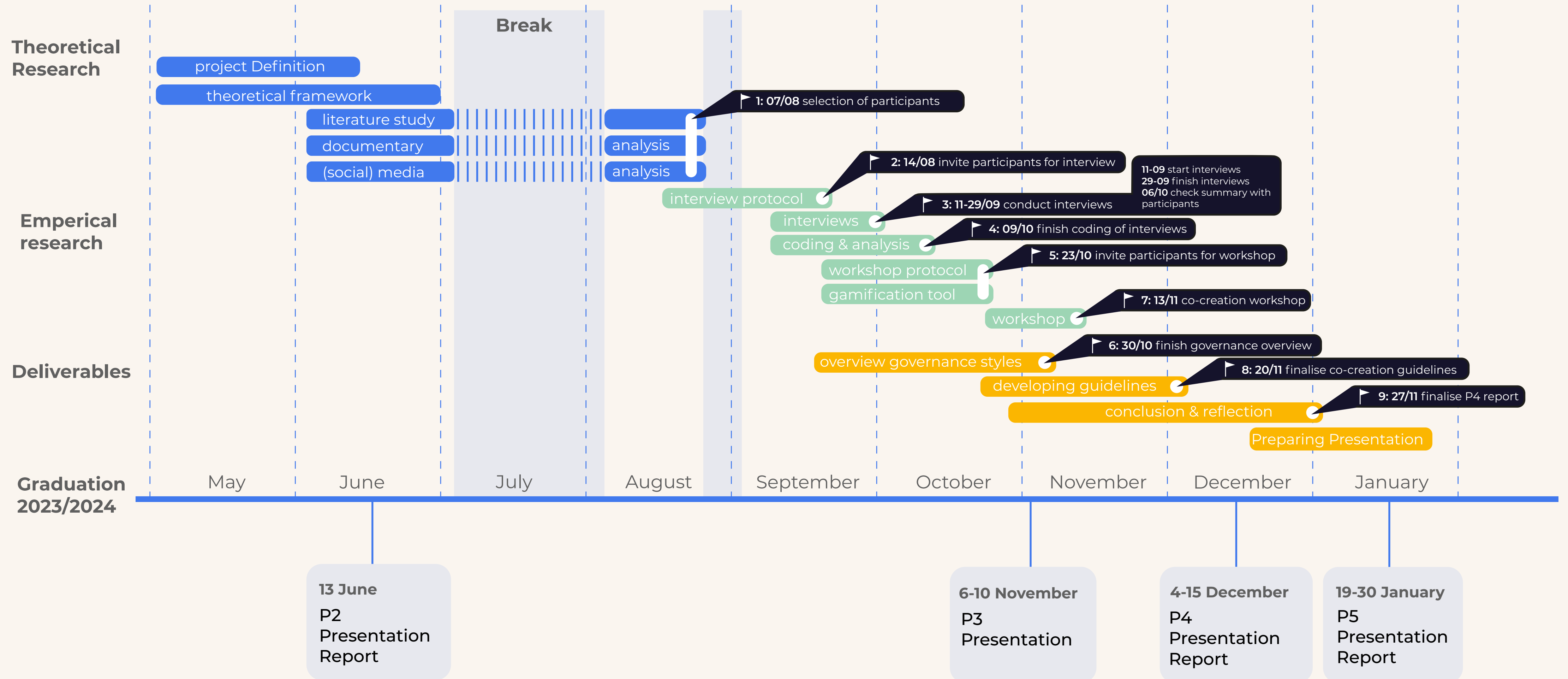
Thomas van Daalhuizen

Faculty of Architecture of Architecture and the
Built Environment | Delft University of Technology



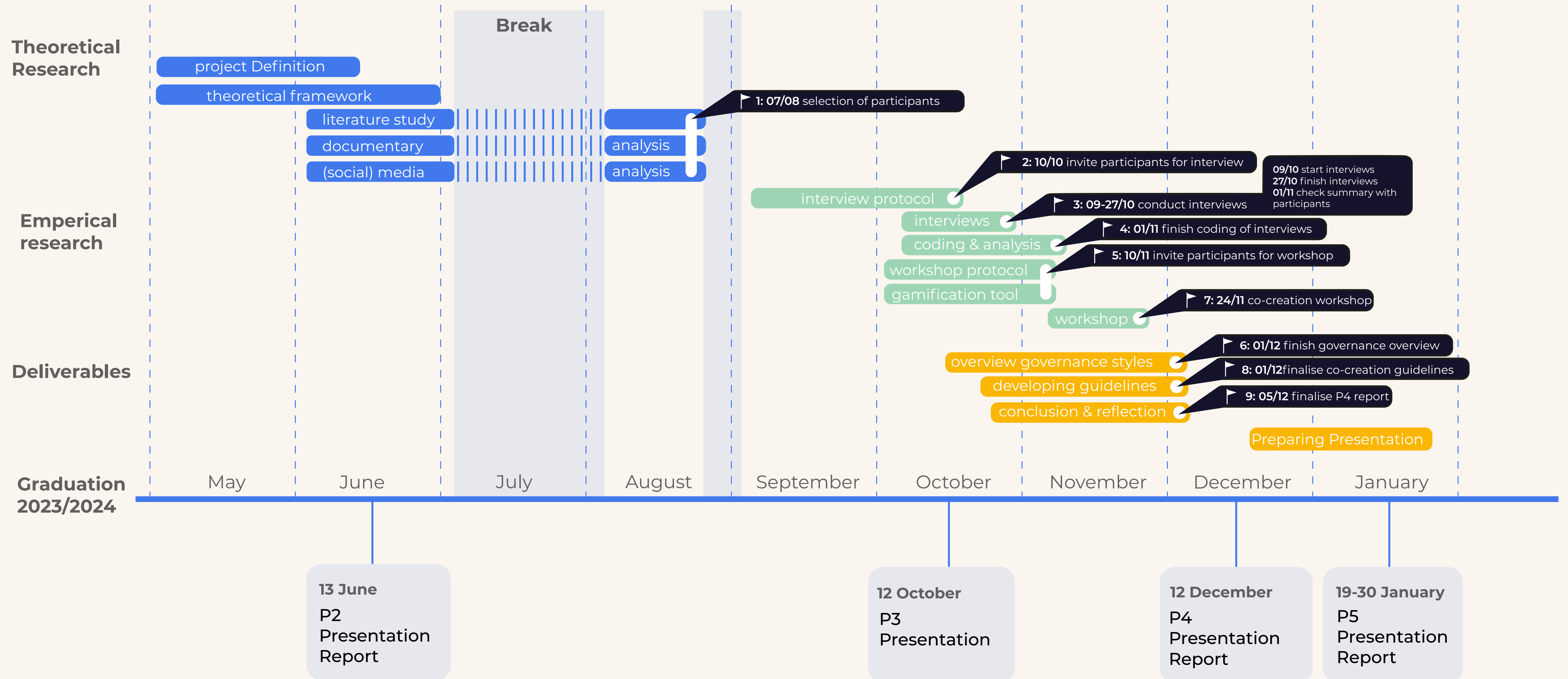
04 RESULTS

Reflection



04 RESULTS

Reflection



Definition

- Gain comprehensive understanding of each other expectations, goals, communication obligations et.c
- Functions as a guidance system

Creating a governance framework

- Filling in the template not described
- Co-creation has the potential to guide sustainable mobility transitions (Ruiz-Mallén, 2020)
- Co-creation is widely accepted however challenge to be effectively implemented (Kavouras et al., 2023)

<i>Sustainability (meta) governance principles (*)</i>	<i>Features of hierarchical governance</i>	<i>Features of network governance</i>	<i>Features of market governance</i>
Institutions			
* <i>Rule of law</i>			
* <i>Equity</i>			
* <i>Accountability</i>			
* <i>Transparency</i>			
* <i>Resilience</i>			
Instruments			
* <i>Context-specificity</i>			
* <i>Intergenerational justice (long-term orientation)</i>			
Processes			
* <i>Horizontal coherence (coordination/integration)</i>			
* <i>Vertical coherence (coordination/integration) (multi-level)</i>			
* <i>Reflexivity</i>			
* <i>Flexibility</i>			
* <i>Knowledge-based</i>			
Roles of actors			
* <i>Inclusiveness</i>			
* <i>Participation</i>			
* <i>Collaboration</i>			

Fig 2.3. A template for a metagovernance framework (Meuleman, 2019)

9 INDUSTRY, INNOVATION
AND INFRASTRUCTURE



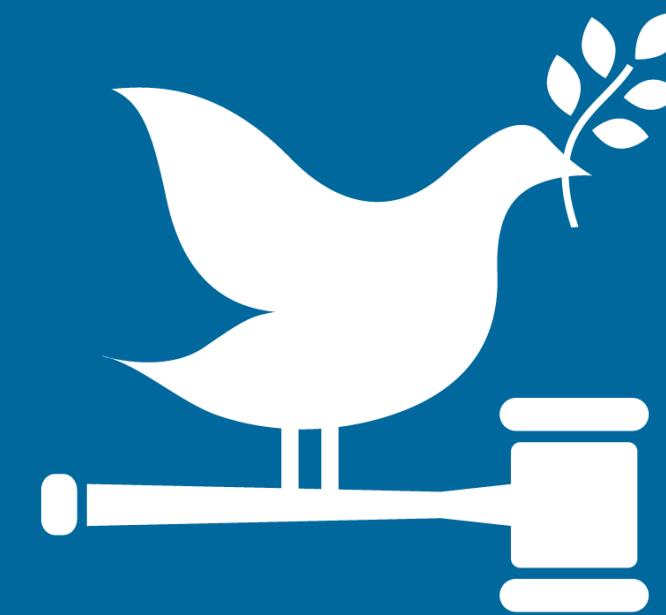
Build resilient infrastructure,
promote inclusive and sustainable
industrialization and foster
innovation

11 SUSTAINABLE CITIES
AND COMMUNITIES



Make cities and human settlements
inclusive, safe, resilient and
sustainable

16 PEACE, JUSTICE
AND STRONG
INSTITUTIONS



Promote peaceful and inclusive
societies for sustainable development,
provide access to justice for all and
build effective, accountable and
inclusive institutions at all levels

Traditions & Culture

Government structure

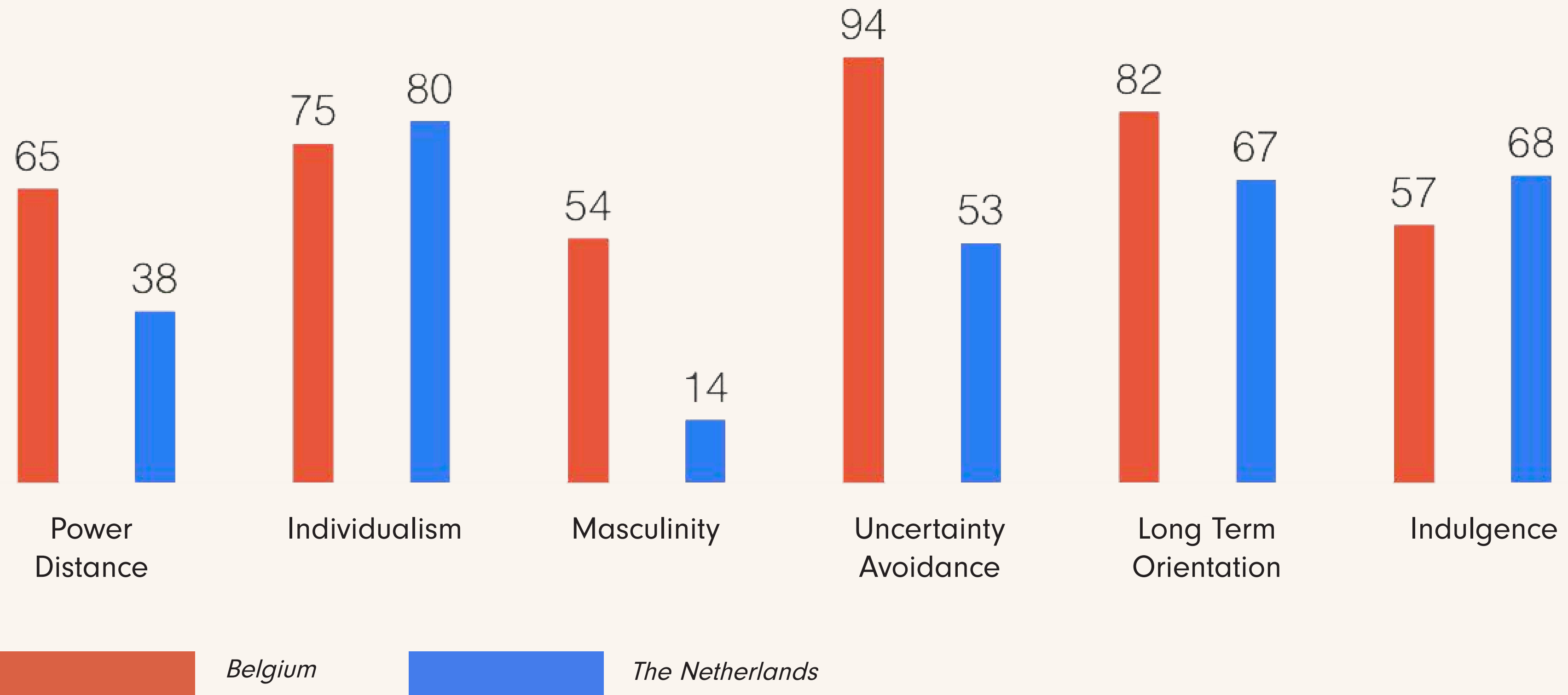


Diagram showing the difference scores of The Netherlands and Belgium In Hofstedes Cutural Dimensions Model (Hofstede Insights, n.d.)

Traditions & Culture

Government structure

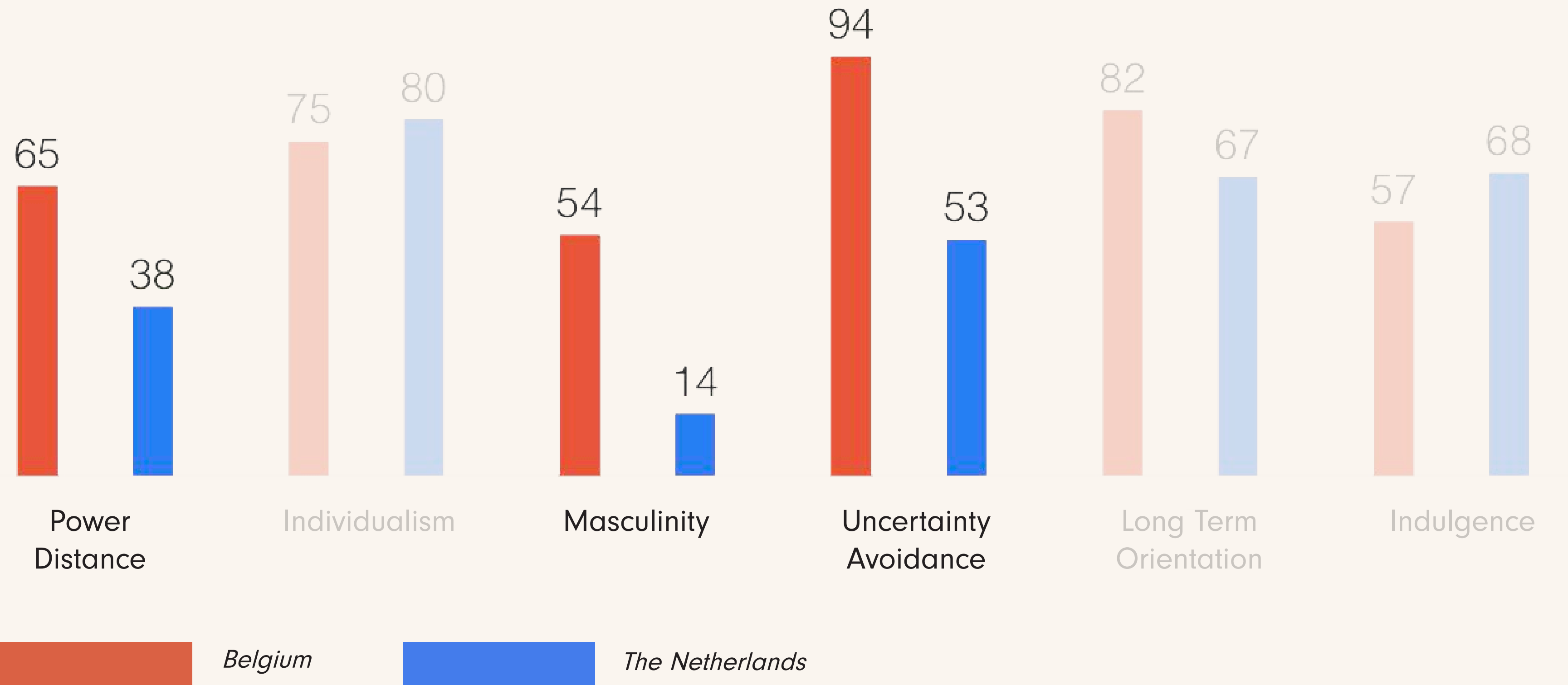


Diagram showing the difference scores of The Netherlands and Belgium In Hofstedes Cutural Dimensions Model (Hofstede Insights, n.d.)

Common Governance

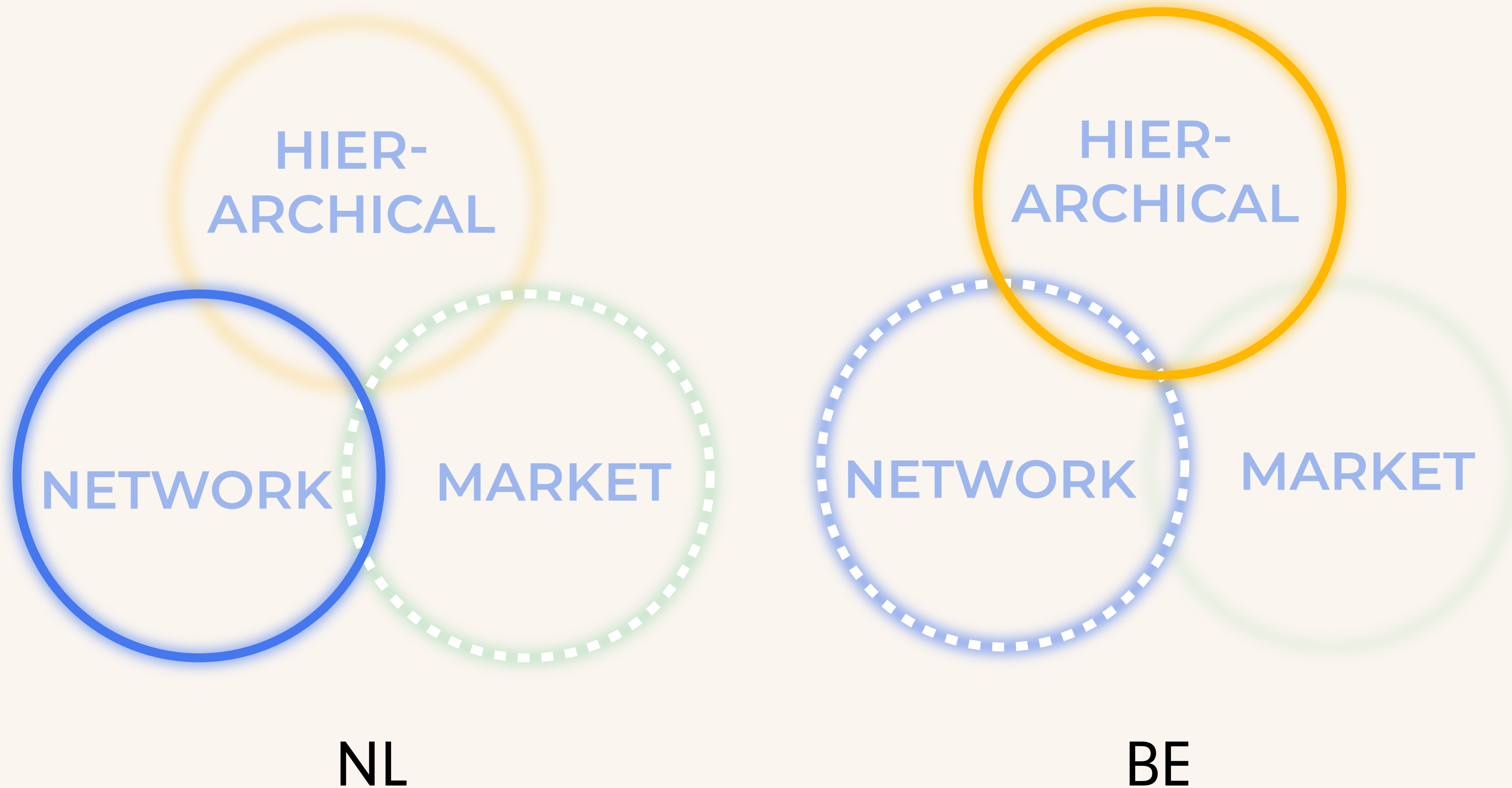


NL



BE

Common Governance



Documentary Analysis

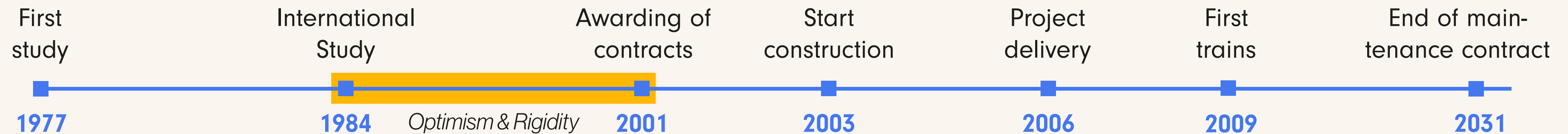
HSL-Zuid

1977: AmRoBel Study

- Taking over short/medium-haul air traffic
- Connect to high quality European high speed network
- Prevent isolated position NL

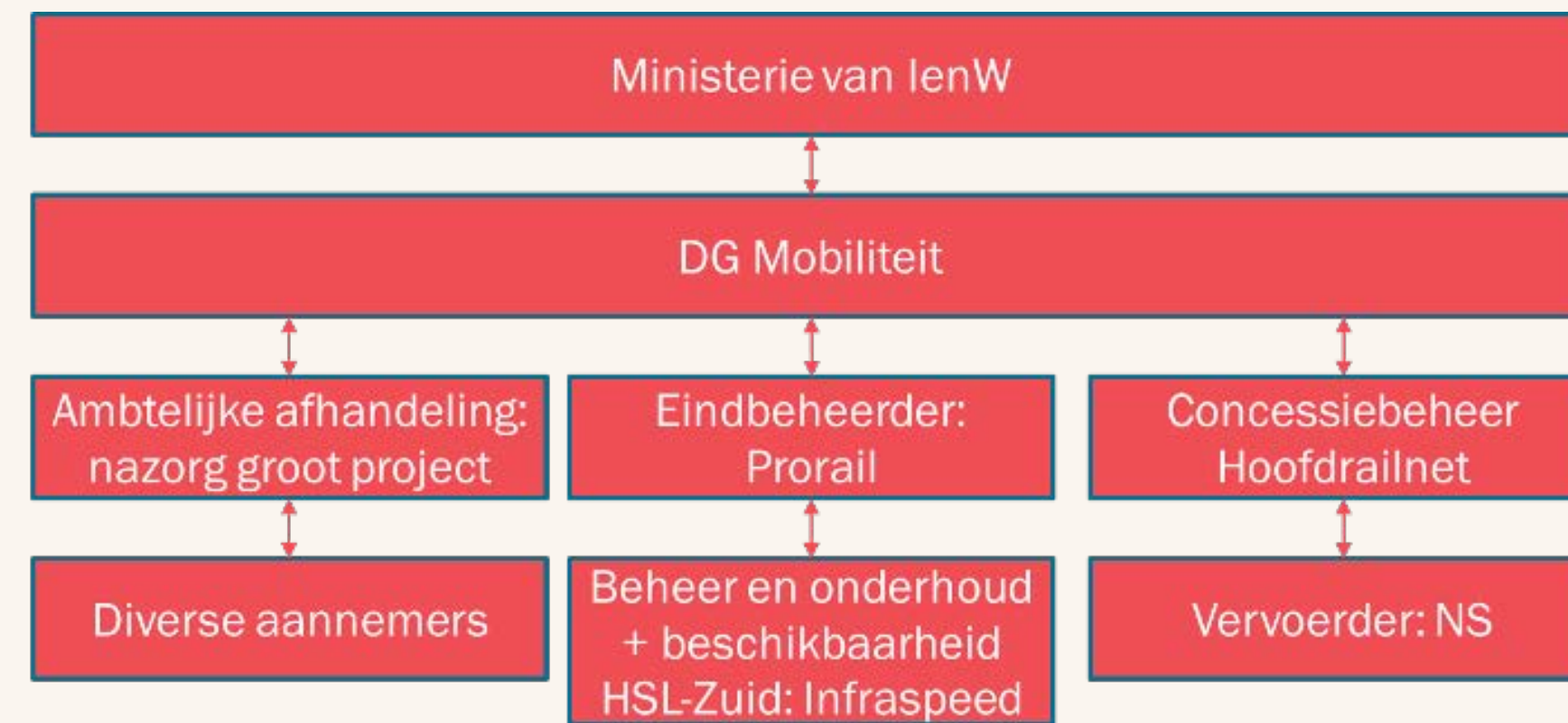
1984: PBKA project

- Paris-Brussels-Cologne-Amsterdam
- Profitability proven for new infrastructure

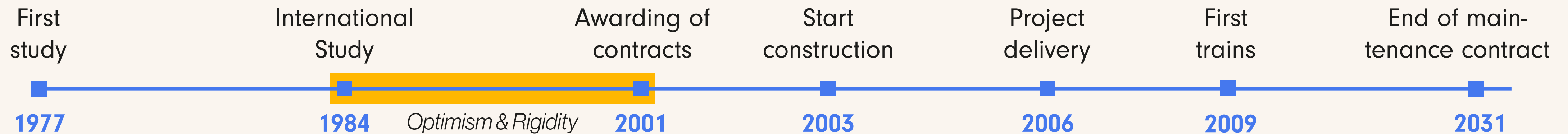


2009 >: First trains & End of contract

- High speed trains started after 3 years
- National trains started in 2012 and were delayed further
- DBFM contract ends and ProRail will take over



(Decisio, 2020)



Documentary Analysis

IJzeren Rijn (Hamont-Weert)

Map of the Iron Rhine connecting Antwerpen with Mönchengladbach (Pechristener, 2015)

1875: Start construction

- Important connection Antwerp and Ruhr Area
- Passenger traffic

1914: First Closure

- Neutrality of the Netherlands

