

Abstracts

Målstyret transportpolitik – hvad kan Danmark lære af Sverige og Norge?

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In recent years, Denmark has taken steps towards more coherent and long-term transport policy. A number of policy principles have been tentatively formulated as objectives. However, only limited specification has yet been given to the new emerging approach. Inspiration to develop the approach might be found in neighboring Sweden and Norway, since these two countries for a number of years have produced major, national transport plans based on transport policy goals and associated performance indicators. In the article we analyze Swedish and Norwegian experiences and ask which elements ought to be considered in Denmark. We distinguish between »goal oriented politics«, »goal oriented management« and »goal based steering«. The latter provides a link between the first two phenomena. Our conclusions are that in both neighbor countries goal oriented politics is decoupled from goal oriented management, hence we do not observe full goal based steering. Goal based steering is probably not even feasible. Nevertheless, we find elements of goal oriented politics and goal oriented management, which could be of importance and value also for Danish transport policy.

Models, manipulation and the environment: power and filtering of knowledge in the decision-making process on the Third Limfjord Crossing

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Using the Environmental Impact Assessment of the proposed Third Limfjord Crossing in Aalborg as an example, this article discusses how transport models can be designed, consciously or unconsciously, to be imbued with a political program of discrimination, causing forecasting error in transport infrastructure planning. Assuming that traffic growth would be the same regardless of whether or not a new motorway was constructed, the planners in the Limfjord case concluded that intolerable congestion would arise in the absence of increased road capacity. The article discusses how the impacts of the zero-alternative were fabricated through unrealistic assumptions of the traffic model about relevant causal mechanisms, and gives an outline of the planning and decision-making process in which the model was used. The paper concludes that a process of knowledge filtering has taken place, where state-of-the-art knowledge about induced and generated travel was ignored in the professional planning work and ended up being dismissed

in the political and legal decision-making system.

The Danish National Transport Model – How does it qualify the basis for decisions?

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Decisions within transport need to be taken – as in many other fields – in still more complex environments. What should have the highest priority? High mobility, low CO₂-emission, high regularity, or few killed in transport? Are there any means, so the ambitions are not contradictory, and are the means sufficient to fulfill the ambitions? In many countries transport models are used as part of the basis for decisions, so the political priorities are formed on a qualified basis. In Denmark, funding for a national transport model was decided in 2009. The article describes some of the expectations to and the structure of the Danish national transport model, along with the potential role of the model in the future decision process.

Transport behavior and transport policy – a mutual dependence

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Through various sociological approaches this article illustrates ways of analyzing everyday life transport behavior, primarily based on Danish transport research. Everyday life's transportation and mobility play a major role in the creation and maintenance of modern society, where key dynamics in late modern society are pivotal to lived everyday life where transport plays a major and comprehensi-

ve role. The different approaches to transport behavior offer different views on the balance between the collective conditions and the individual/family responsibility for the realignment of transportation/mobility practices. This knowledge is essential in an understanding of how transport behavior is linked to individuals' understanding of the everyday they find themselves in, and the opportunities they have to change habits and routines.

Are collective agreements contributing to flexicurity outside of Denmark?

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The article compares the significance of collective negotiations and agreements for development of flexicurity within the graphical industry and electrical contracting in Great Britain, Denmark and Spain. The study finds that collective agreements particularly in Denmark, but also in Great Britain contribute to flexicurity, whereas the Spanish agreements do this to a lesser degree. In all three countries, framework agreements on pay and working combine wage and working time flexibility, respectively, with security through minimum rights. Additional compensation for the increased wages and working time flexibility stem from the introduction of provisions for maternity/parental leave and training in the agreements. These can increase income security, and combine security and employment security. Rights to these benefits in Danish agreements exceed what is found in the two other countries – particularly on leave and training and particularly in relation to Spain. Certain preconditions are argued to facilitate flexicurity outcomes in bargaining.

»Relevant Research« needs relevant indicators

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The article analyses developments in research, especially the emergence of the problem-oriented, so-called mode-2 research as a supplement to the more scientifically oriented so-called mode-1 research. Developments in research are compared with rese-

arch policy developments with a particular focus on the use of indicators as a New Public Management inspired management tool. Two cases from Denmark and England describe how New Public Management thinking has gained ground in the overall management of the allocation of basic funding for university research. Based on the two cases and the analysis of research and research policy developments the article argues that existing research indicators do not adequately reflect the mode-2 features of the public research system. Consequently, there is a need for developing and implementing appropriate mode-2 indicators for measuring and managing public research. In conclusion, the article offers a contribution to the development of such indicators.