

# Summary

## The assignment

Transport Analysis was tasked with two government assignments in 2016. These entailed reviewing the clarifications of the transport policy objectives to ensure that they accurately reflect the Government's transport policy priorities. The assignments also included reviewing the follow-ups of the objectives and clarifications, and required that we offer suggestions in terms of management. One assignment (N2016/05490/TS, see Appendix 1) pertains to the clarifications and the follow-up process as a whole, and this is the final report of that assignment.

## Transport policy/clarifications and priorities

Transport Analysis finds that the existing clarifications concretise and define relatively well how the transport policy objectives are to be interpreted and understood. Compared with other efforts to describe a long-term sustainable transport system, the clarifications cover the most issues. However, the clarifications are too numerous to work effectively in terms of objective-based management in transport policy, and are too broad in scope to paint a clear picture of the Government's policy priorities. We consequently suggest that the term *preciseringar* (clarifications) be dropped from the transport policy. We propose that the Government instead announce three transport policy priorities annually, i.e., priorities that support both the Government's overall priorities and the Riksdag's (the Swedish parliament's) transport policy objectives. Taking the current overall priorities as a starting point, these three transport policy priorities could be:

- accessibility for increased growth, employment, and housing supply
- a climate-neutral transport system
- a safe transport system that promotes health

## Highly developed management

An overview of the experience gained from the current objectives and clarifications, and of their administrative oversight, indicates that the current systems are not perceived as providing sufficient direction. The observed deficiencies have served as the basis for the design of our proposed priorities and indicators. These are intended to lead to improvement in the extent to which the objectives can be followed up, and to provide guidance by stimulating innovation among the agencies, so that their activities lead to the attainment of objectives.

While overly strict objective- and results-based management tends to hamper innovation, more trust-based management encourages new ways of thinking. For such management to be effective, the formal management apparatus per se must be developed, but it must also be supplemented with feedback from the follow-up process and with information contacts in which the formal management process is clarified and strengthened.

## Indicators and follow-ups

Since 2010, Transport Analysis has been tasked with following up and reporting to the Government on how the transport system is being developed in relation to the transport policy objectives. In the assignment reported here, the Government has stressed its requirements regarding the indicators to be followed up.

The Government has further emphasised that it is important that the follow-up system assess the objectives as a whole, i.e., provide a carefully considered overview of the developmental status in relation to the overall objective, functional objective (i.e., accessibility), and impact objectives (i.e., health, safety, and the environment). We are proposing a method for making such carefully considered assessments based on key metrics and key indicators. This method will require that many aspects of a long-term sustainable transport supply be addressed if the transport system is to be

considered highly developed in relation to the objectives, even though the aspects specifically identified in the objectives will have the biggest impact on the assessments.

We propose that the follow-up process be based on 15 indicators that are strongly warranted in view of key aspects of a long-term sustainable transport supply. Fourteen of these indicators span all the traffic types. The last indicator is not traffic-type dependent, as it concerns whether opportunities exist to create accessibility outside of travel and shipping. The indicators are to be used in following up the Government’s transport policy objectives and priorities. We further propose that the forms used to report the follow-ups of the objectives be developed, so that an annual report can be submitted each year by April 15 at the latest, and that this report be supplemented later in the year with an annual thematic elaboration, i.e., a more sophisticated analysis of a selected portion of the objectives as a whole. Moreover, we suggest a recurrent, elaborated follow-up roughly once every four years, either in conjunction with a change in the Government or in advance of a new round of infrastructure planning.

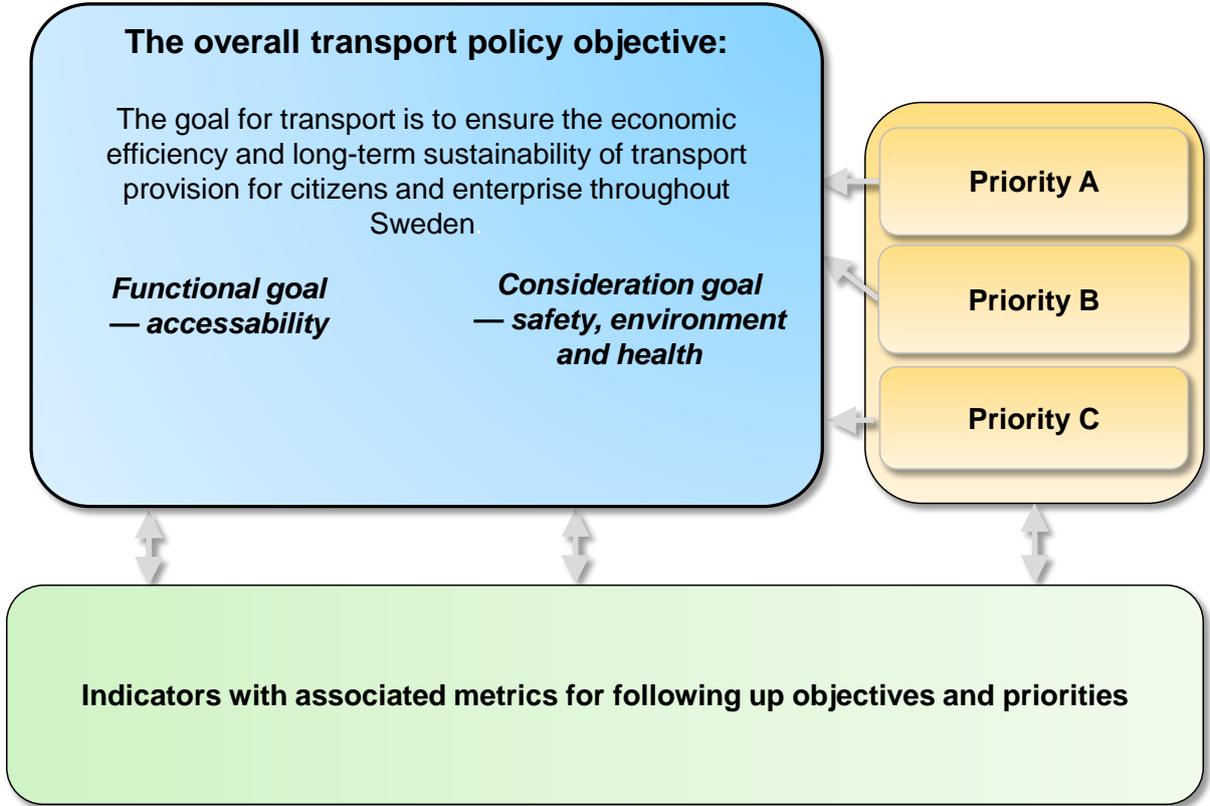


Figure A: Transport Analysis’s proposed general structure. Transport policy objectives, transport policy priorities, and indicators for following up objectives and priorities that cover important aspects of a long-term sustainable transport supply.