

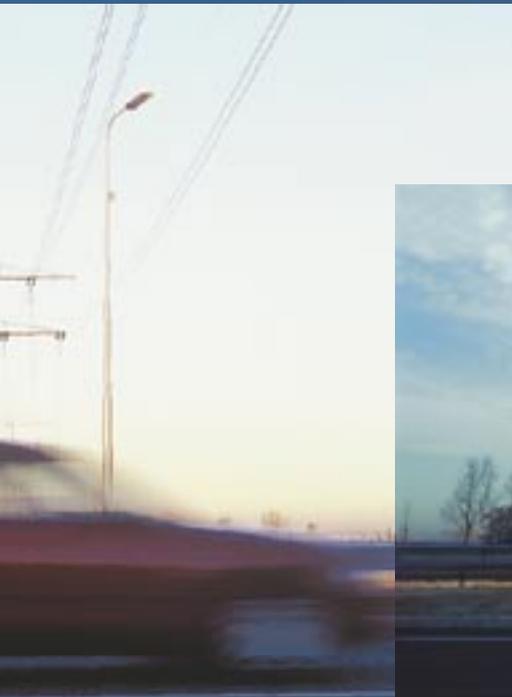


The Netherlands  
**moving  
ahead**

Ministerie van Verkeer en Waterstaat



Rijkswaterstaat



Is there any other country whose history is so closely tied with land and water?  
Is there any other country whose roads, tunnels, overpasses, rivers and canals are such visible proof of its continuous development? This is Rijkswaterstaat's field of operation. We are responsible for the main traffic and transport arteries, by road and by water. They are used by millions of people every day.

Having 16 million customers involves a unique responsibility. You want to travel from A to B, preferably quickly and of course safely. You also want to be able to live safely, without the risk of flooding. And of course you want there to be sufficient surface water for the users of that water. Our job is to make sure that all this is possible, both today and in the future.

#### **The Netherlands is changing**

Our job demands alertness, as the Netherlands is changing. According to forecasts, the number of travellers and the amount of freight to be transported will double within fifteen years. However, the number of roads certainly will not double during that period.

Therefore we are constantly seeking ingenious solutions to make better use of the road capacity and solve bottlenecks quickly. Providing good information is an essential part of this. Roads are linked together, which is why Rijkswaterstaat provides direction at a national level to keep traffic flowing as smoothly as possible.

Our climate is also changing. Storms and periods of intense rainfall in the basins of our major rivers like the Meuse and the Rhine are increasingly resulting in flooding. On the other hand, long periods of drought cause a shortage of water. Rijkswaterstaat carries out the measures that are needed to be able to live with the water.



You depend on our knowledge and ability for the perfect execution of all our tasks. And the Netherlands has been doing this for over 200 years, which is how long Rijkswaterstaat has been in existence. In all that time, the main road network has been continually adapted and developed according to your needs. To give you an impression of the scope of our work: it involves 3,250 kilometres of main roads, 1,680 kilometres of waterways and 65,250 square metres of surface water.

#### **Coordination and cooperation**

One of our responsibilities is coordination. Roads and water do not take the slightest notice of the boundaries between municipalities, provinces and district water boards. Therefore we cooperate intensively with these authorities as well as other parties. As a professional commissioning authority we have a duty to make sure that your tax money is spent as efficiently as possible. We contract out the construction, manage-

ment and maintenance of roads and waterways to the private sector (contractors and engineering consultancies) as much as possible, and we supervise the site managers.

#### **Keeping eyes and ears open**

Rijkswaterstaat is the implementing body of the Ministry of Transport, Public Works and Water Management. We implement the Ministry's policy throughout the country. So being close to our customers is important to our work; in order to maintain good contacts with our partners and to be able to properly adapt national plans to local situations. Therefore, we are organised on a regional level. Rijkswaterstaat is divided into regional departments, which in turn are divided into districts. Together they make up the backbone of Rijkswaterstaat and are the points of contact for you and our partners in the region. The offices of the Director General and his staff are located in The Hague.

#### **Rijkswaterstaat at work**

We operate throughout the country. Alongside all kinds of major and minor roadworks and waterworks you will see the familiar signs and measures taken to enable you to continue your journey safely. And if there's a problem with the roads, our people from the local districts are called into action.

The districts are responsible for certain parts of the roads and water. In the event of accidents, they work together with the police, the fire brigade and the ambulance service to make sure that problems are solved quickly. The road or waterway is cleared quickly or alternative routes are identified. In addition, drivers and the media need to know what is happening. If necessitated by the traffic situation, district employees will be visibly present, 24 hours a day. They are well informed on the situation on the scene, they know what they're talking about and are decisive and service oriented. For all your questions about the motorways you can phone our information line on 0800-8002.



The Netherlands

## wants to drive smoothly and safely

You have undoubtedly noticed it yourself: each year there are more and more cars on the roads. Together we are already responsible for six million car trips a day. And there is no end in sight. Traffic is expected to double in the next fifteen years. Traffic congestion during rush hour is common, particularly around the big cities. Naturally, this can be quite annoying. Too late for work, too late for appointments... Furthermore, delays are not good for the economy. It is in everyone's interest for traffic to flow freely. We at Rijkswaterstaat work hard on this, cooperating actively with provincial and municipal road maintenance authorities.

Building more and more roads is not the answer. This costs far too much money and we simply don't have enough room in our densely populated country. So we are faced with a significant

challenge. We accept this challenge, with creative solutions, good arrangements with other parties and the provision of practical information.

### Creative solutions, more space

Rush-hour lanes at the well-known bottlenecks ensure that the road can handle more traffic. The hard shoulder then becomes a temporary lane. If possible and necessary, we also expand roads with a third lane, or convert two wide lanes into three narrow ones. This makes traffic jams shorter and helps resolve them more quickly.

### Providing direction, managing traffic

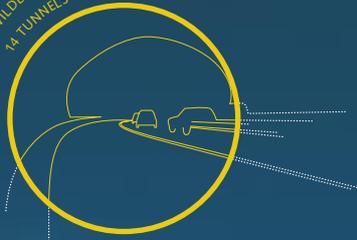
Cameras and thousands of detection loops in the road provide us with a constant stream of information on the situation on the Dutch roads. We use this information to direct the flows of traffic as well as possible. We provide

customised traffic information by means of the traffic signs above the roads. We use entry point dosing to filter in traffic gradually, which also prevents congestion.

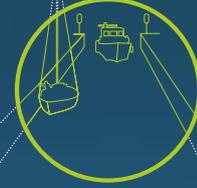
### Informing, telling you what you can expect

Being stuck in traffic is annoying, but if you know the reason and the expected duration of the delay, you can be prepared for it. This is why we provide you with the best possible information on the situation on the Dutch roads. Radio, television and websites make ample use of our information for traffic reports. We also try to provide information in advance on when road works will be carried out and how long they will take. Inconvenience is inevitable after all, even though we do most of the work during holiday periods, and work on busy roads at night as much as possible.

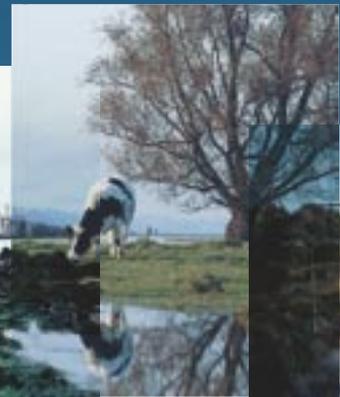
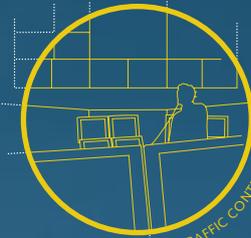
5 WILDLIFE OVERPASSES  
14 TUNNELS



144 SLUICES



7 TRAFFIC CONTROL CENTRES



## The Netherlands

# wants more than roads

As a network manager we are responsible for everything that has to do with our work. For each major project, specialists identify the consequences with regard to safety as well as wildlife and the environment. We take all those aspects into account, as much as we can. Smart measures such as the use of silent asphalt and improved noise reduction screens are used to respond to the wishes of the people living nearby. In areas where cutting through natural habitats is inevitable, we provide wildlife overpasses and tunnels to ensure that animals can continue to roam the area safely. We also use sustainable materials, such as FSC-certified wood, as much as possible.

### Safety, nature and the environment

Our inspectors are on the road every day to monitor the state of the roads. They look at

the safety and quality of the roads: road markings, crash barriers, shoulders, lighting, overpasses, parking spaces, watercourses, etc. These are all part of the road.

Take the shoulder for example. Litter doesn't belong there, so we remove it. If possible, we employ ecological shoulder management and stimulate a 'colourful shoulder': a shoulder with a variety of plants and animals.

You can expect a top product from us, at the lowest possible costs. Competitive purchasing combined with good coordination of the necessary knowledge and experience and innovation are essential to this.

## Looking to the future

We have to stay ahead of the developments that are in store for us. This is why Rijkswaterstaat invests heavily in knowledge and innovation. The Netherlands must continue to be liveable, safe and accessible in the future. We put together future scenarios and figure out how best to respond to them. Technological developments are just as important. We stimulate the market to continually help us develop improvements. Are there any other ways of improving the flow of traffic? Can we develop even safer and more silent asphalt? We are faced with a huge number of, often highly specialised, questions. The specialised departments within Rijkswaterstaat are the ideal service providers when it comes to expertise and development capacity to implement and manage the main infrastructure.



## The Netherlands

# wants to sail on and keep its feet dry

The Netherlands, water country. For centuries, we have been occupied by the water that surrounds us. To ensure that we can live and work safely, Rijkswaterstaat has historically been involved in dealing with water. Protecting the coast and preventing flooding, also inland, are everyday activities for us. We also ensure that our waterways are safe and accessible for the shipping trade and recreational vessels.

We have been fighting to keep out the sea for centuries. We have pulled off some extraordinary feats to accomplish this in the past. Take the construction of the IJsselmeer Dam and the Delta Works for example. The Netherlands has more than 2,500 kilometres of dikes to protect us from the water. Every year we remove millions of tonnes of sand from the sea to preserve our coastline. Rijkswaterstaat

makes sure that the necessary work and maintenance is carried out.

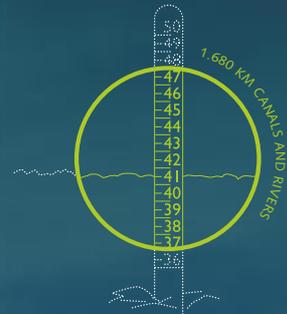
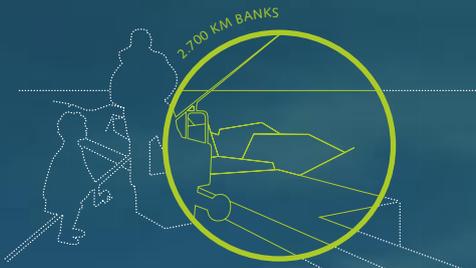
### Water needs space

There are regular news reports about our major rivers having difficulty carrying away the water. Various methods are devised to protect people from flooding. We give the rivers space by increasing the capacity of the forelands and moving dikes.

### Water as our friend

Our closeness to the water has also done us good. We have been able to develop a vast amount of economic activity around the river mouths. The port of Rotterdam is an example. Transport and transshipment of goods is still an important driving force for our economy. Our waterways are among the busiest in

the world. Millions of tonnes of freight are transported over our waterways each year. We need to make sure that you can continue to count on us tomorrow. Smooth and safe water traffic is our concern. This also applies to recreational vessels. We conduct inspections, dredge sand and silt, keep channels at the right depth and mark waterways with buoys to ensure that you can reach your destination easily.



The Netherlands

## wants sufficient clean water

Rijkswaterstaat is responsible for you having access to sufficient clean water, and for keeping the environment in and around the water safe for people, animals and plants. We also manage nature reserves. An example is the Wadden Sea, an area of internationally recognised importance. The management of this nature reserve is our responsibility.

Water companies, agriculture, fishing, shipping, industry and recreation all need sufficient clean water. They often use surface water, so it needs to be of high quality. To keep the water 'clean', we remediate contaminated lakebeds and riverbeds, clean up oil spills in the sea or in inland waterways, and oversee the issue of licences for discharging into waters that are under our management. This way we help wildlife to recover, and protect

ecosystems so that there is sufficient clean water for everyone.

### Water for everyone

Drought is another area of attention. The groundwater level may not drop too low. That is bad for the environment. Together with the district water boards, we control the water level day and night, by means of flood control barriers and sluices. It is an ingenious system, with which we can supply and remove water quickly.

Water systems are linked together. Integral water management is essential to the execution of our activities. Therefore, intensive cooperation and exchange of knowledge with our partners, both nationally and internationally, is part of our everyday work.



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