



Rijkswaterstaat
Ministerie van Verkeer en Waterstaat

Rijkswaterstaat

A general presentation

28 juni 2013



Rijkswaterstaat's mission (1)

Rijkswaterstaat is the executive organisation that manages and develops the main national infrastructure facilities on behalf of the Minister and State Secretary for Transport, Public Works and Water Management.





Rijkswaterstaat's mission (2)

Rijkswaterstaat works to ensure that the Dutch have:

- dry feet
- sufficient clean water
- a smooth and safe flow of transport on nation's roads and waterways
- reliable and useful information





Rijkswaterstaat in a nutshell

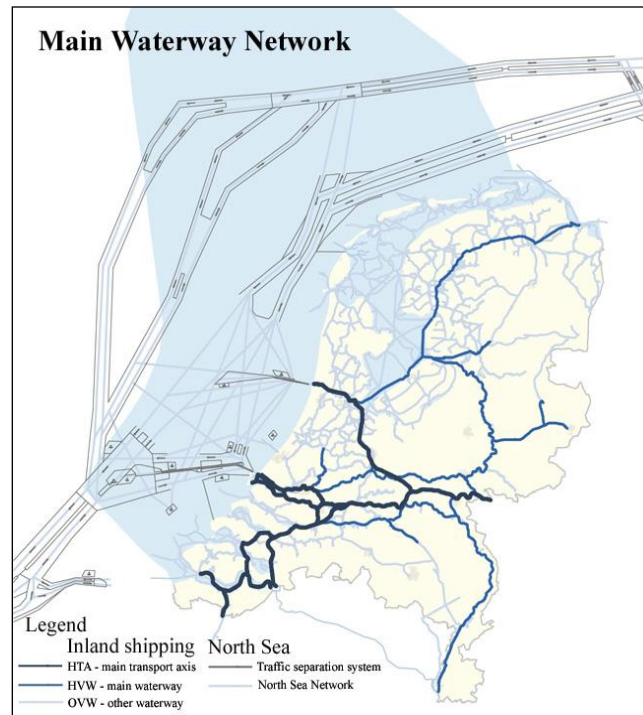
- Founded in 1798
- Around 9,000 employees
- 240 locations throughout the entire country
- 10 regional departments and 5 specialised departments, 35 districts, 3 project departments
- Annual budget: 4 to 5 billion euros





Rijkswaterstaat's area of management

Rijkswaterstaat manages three National Infrastructure Networks





Management Area Main Water Systems

Rijkswaterstaat manages:

- 65,250 km² of surface water
- 44 kilometres of dunes
- 325 kilometres of dykes and dams
- 2,706 kilometres of banks
- 16 weirs
- Afsluitdijk and Houtribdijk dykes
- 4 storm surge barriers





Main Water Systems (1)

The social issue (making sure the Dutch keep their feet dry):

- More storms and heavier rainfall due to climate change
- Rising sea levels
- Subsidence





Main Water Systems (2)

Rijkswaterstaat's approach:

- Strengthening dykes
- Increasing discharge capacity on the rivers
- Room for the river
- Retaining or storing water supplies
- Dynamic maintenance of the coastline using sand replenishment





Main Water Systems (3)

The social issue (water quality):

Water users need a sufficient clean supply of water for nature, drinking water supplies, agriculture, fishing, recreation and industry

On a day-to-day basis, Rijkswaterstaat takes care of:

- a sufficient clean supply of water
- the eco-friendly management of water systems and banks
- the prevention and curtailing of surface water contamination





Main Water Systems (4)

The social issue (water quality):

Clean surface water that meets the standards of the EU Water Framework Directive by 2015

Rijkswaterstaat's approach:

- Area-specific water management plans
- Intensive co-operation with fellow water management bodies (other ministries, provinces and water boards)
- Innovative pilot projects in the IJsselmeer area and the Zeeland Delta





Management Area Main Highway Network

Rijkswaterstaat manages:

- 3,102 kilometres of highways including traffic signalling systems
- 1,259 kilometres of slip roads and exits and connecting roads
- 25 rush-hour lanes
- 2,533 viaducts
- 15 tunnels
- 715 moveable and fixed bridges
- 7 ecoducts





Main Highway Network (1)

Area under traffic management:

- 5 regional traffic control centres
- 1 national traffic control centre
(VCNL, The Netherlands Traffic Management Centre)
- 119 Dynamic Route Information Panels (DRIPs)
- 1,575 cameras
- Dynamic traffic management systems
- Route information systems





Main Highway Network (2)

The social issue (traffic congestion):

- A rising volume of traffic
- Limited road capacity (does not keep pace with growing traffic)

Rijkswaterstaat's approach:

- A rapid tackling of overdue road maintenance (Major Maintenance)
- A rapid tackling of traffic bottlenecks (urgent measures)
- Preparation Alternative Ways of Paying for Mobility (ABvM)
- Tackling mobility / management traffic





Main Highway Network (3)

Rijkswaterstaat's traffic management responsibilities:

- National orchestration of traffic flows
- National co-ordination of road works
- Incident management
- Provision of up-to-date and reliable traffic information
- Development of innovative and practical traffic systems
(pilot schemes involving the market and other road authorities)

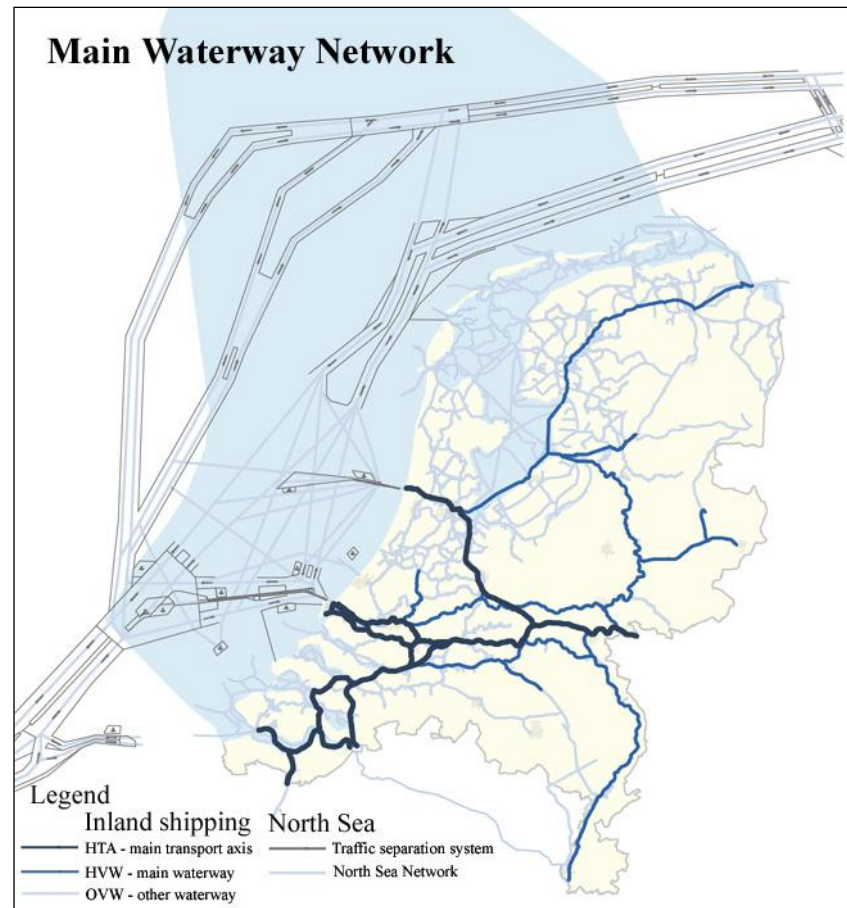




Management area Main Waterway Network

Rijkswaterstaat manages:

- 1,686 kilometres of canals and rivers, 1,462 kilometres of which main traffic axes
- 6,165 kilometres of waterway on open water
- 83 locks
- 422 bridges





Main Waterway Network (1)

Area under traffic management:

- 9 'wet' traffic control centres
- 14 traffic posts
- 119 vessels for patrolling, measuring or oil-spill containment





Main Waterway Network (2)

The social issue:

The Netherlands is Europe's portal when it comes to transport. The Dutch inland shipping sector needs to continue developing into a vital, eco-friendly, energy-efficient driver of our transport economy.





Main Waterway Network (3)

Rijkswaterstaat's approach:

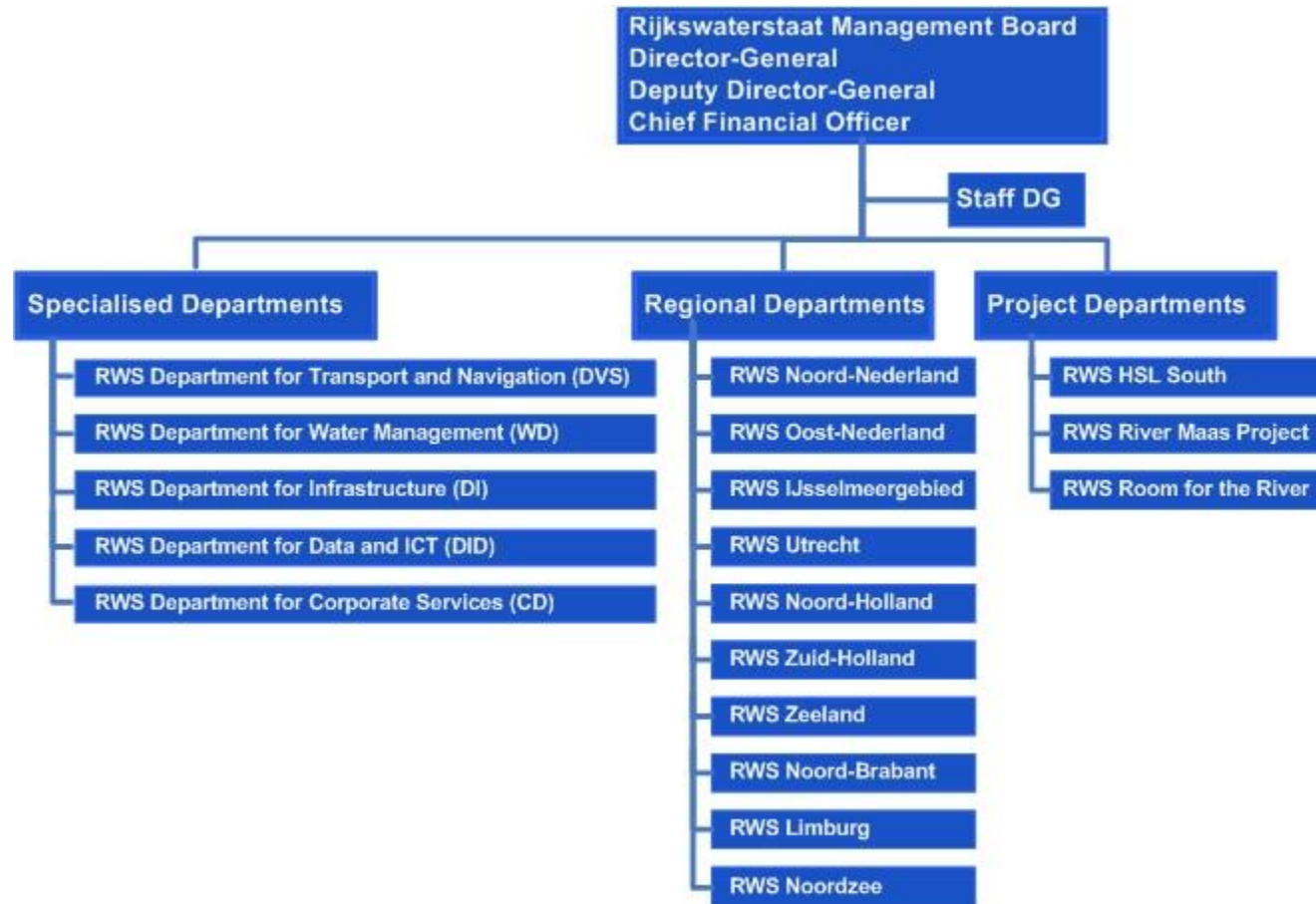
Implementation, management and maintenance of waterways, banks, locks and bridges

- Managing of vessel traffic aimed at both its public and corridor functions
- Provision of useful traffic information and nautical information
- Incident management and maintenance of the environment





The Rijkswaterstaat organisation (1)





The Rijkswaterstaat organisation (2)

The ten regional departments of Rijkswaterstaat are responsible for:

- Supervision of waterways and bodies of water in the region
- Implementation, management, maintenance and improvement of infrastructure and water works
- Regional consultation with fellow road management authorities about matters of traffic and transport

	Noord-Nederland
	Oost-Nederland
	IJsselmeergebied
	Utrecht
	Noord-Holland
	Zuid-Holland
	Zeeland
	Noord-Brabant
	Limburg
	Noordzee

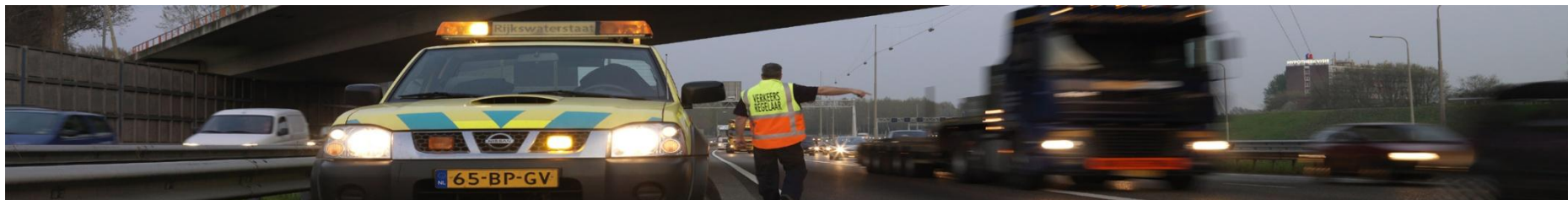




The Rijkswaterstaat organisation (3)

The 19 road districts are responsible for:

- Traffic circulation on the Main Road Network
- The role of regional portal / public counter for:
 - Permits for activities on or around national roads
 - Exemptions and traffic measures
 - Advice on traffic flow





The Rijkswaterstaat organisation (4)

The 16 water districts are responsible for:

- A clean and sufficient water supply and coastal safety
- The smooth and safe circulation of vessel traffic
- The role of regional portal / public counter for:
 - Questions about management and maintenance of waterways, locks and banks
 - Permits for activities on or around national waters
 - Exemptions and traffic measures, storage of dredged spoil
 - Supervision and maintenance of vessel traffic
 - Protection against flooding and contingencies





The Rijkswaterstaat organisation (5)

Five specialised departments are responsible for the knowledge, development and support of:

- The public-oriented network management of regional departments
- The preparation, implementation and renewal of RWS's core tasks
- Support and assistance in the implementation process

Center for Transport and Navigation (DVS), Center for Water Management (WD), Center for Data and ICT (DID), Center for Infrastructure (DI) en Center for Corporate Services (CD)





The organisational development process (1)

External reasons for a radical organisational reform. In 2003 more political and social pressure is put on Rijkswaterstaat as a result of:

- social issues (increased mobility/rising sea levels)
- RWS is too large, too expensive and does too much itself
- citizens want better value for money
- market wants Rijkswaterstaat to have a more defined role
- the Court of Audit demands more efficient operational management





The organisational development process (2)

Internal reasons for organisational reform in 2003:

RWS is not 'in control', resulting in greatly reduced commitments

- An 'island culture' (high degree of fragmentation/waste of resources)
- Overcapacity and inefficiency (800 fte hidden unemployment, 1.200 fte hired labour and overheads up to 30%)
- An imbalance in staff age distribution: ageing
- A mismatch in staff qualities
- A management culture in which problems are evaded





The organisational development process (3)

The current situation: Rijkswaterstaat...

- is focusing more on core tasks
- is focusing its attention on the network users
- has become a Departmental Agency
- is doing more work with fewer people
- is cooperating more intensively and more successfully with partners/road authorities
- is handing over more work to the market
- has become more of an entity





The organisational development process (4)

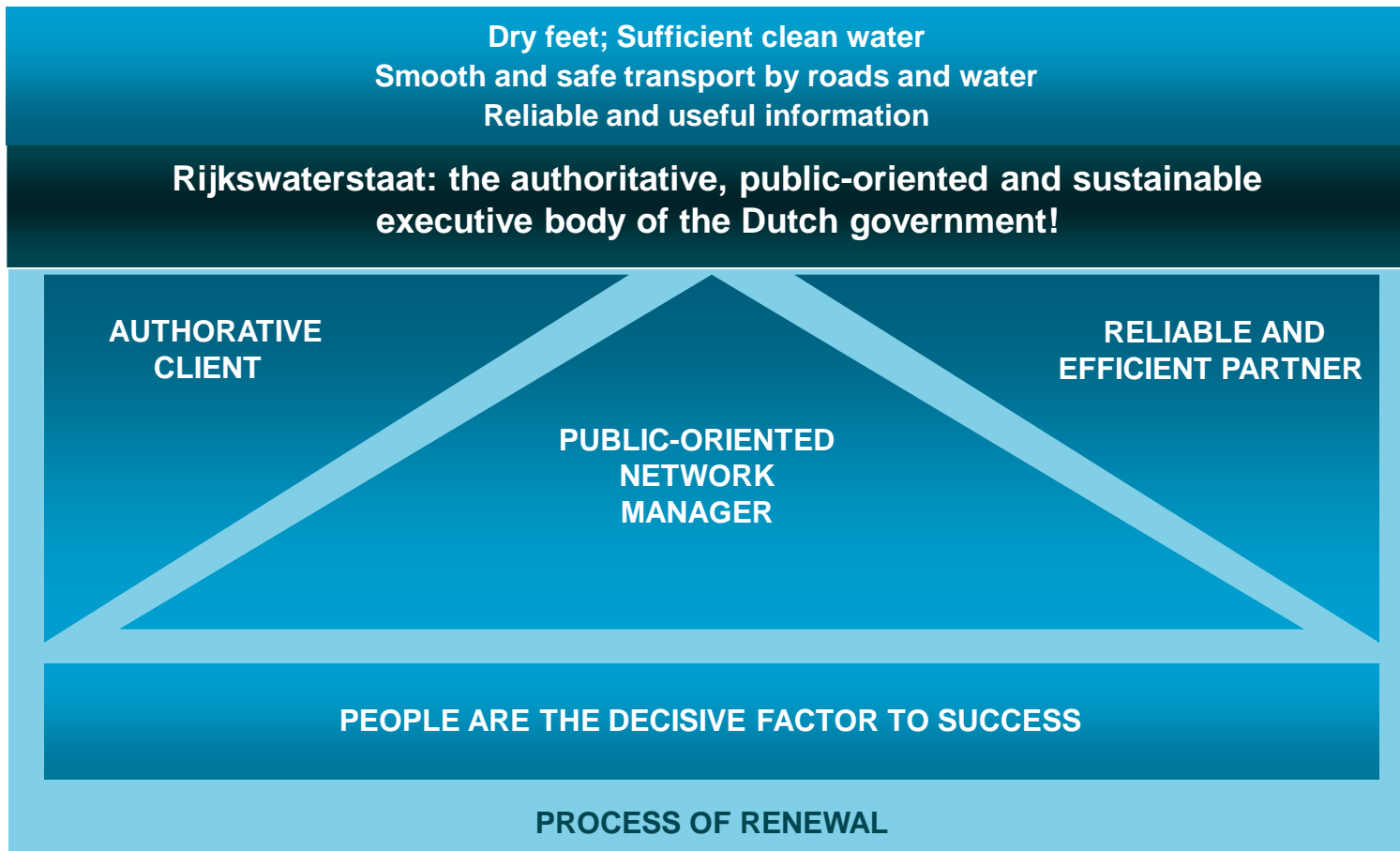
However...

- the application of the new methods, procedures and systems is still lagging behind
- as are new attitudes and approaches to the market and to users
- Rijkswaterstaat's role and position are not always clear yet to external parties





The organisational development process (5)





The organisational development process (6)

Spearheads for the Agenda 2012

- RWS sets the tone with the public:
RWS sets the tone where roads and waterways are concerned
- RWS sets the tone with market players and fellow authorities:
RWS is an innovative, expert organisation aimed at getting results and a pleasant partner to work with
- RWS sets the tone with the government:
RWS is an approachable and honest partner that supplies products and services efficiently and communicates pro-actively
- RWS sets the tone with its staff:
RWS is a challenging and attractive employer



The organisational development process (7)

Spearheads/measurable goals for the Agenda 2012:

- In 2012, road and waterway users will award Rijkswaterstaat's public-service orientation and the reliability of travelling times a 7.5 out of 10
- In 2012, market players and fellow clients will award Rijkswaterstaat a 7.5 out of 10 for innovation and reliability
- 80% van projects are completed within the given scope (time/budget/result)
- Employees award their work at Rijkswaterstaat a 7.5 out of 10





The organisational development process (8)

Rijkswaterstaat's approach:

- Learning on the job
- Managers become trainers / coaches
- Horizontal and vertical learning routes





Contact Rijkswaterstaat

+31 (0) 800-8002

Rijkswaterstaat's national information line for questions, comments, complaints and suggestions concerning roads and waterways.

www.rijkswaterstaat.nl

Website containing comprehensive background information and news about roadworks and other Rijkswaterstaat projects throughout the country, also the portal to apply for permits.





