

INFORMATION

April 2003

Around the Task Groups and Working Commissions

TG52 – Transport and the Built Environments

Introducing the New Coordinator: Roland van der Klauw



As Head of the Department Building Process Innovation at TNO Building & Construction Research, he is responsible for research and advice in the area of process innovations in the building and construction area.

He graduated in 1982 on the Royal Military Academy (KMA) in Breda, in the field of Economics & Logistics, with a specialization in transportation economics. After that, he has fulfilled a number of positions at the Ministry of defence as an Officer in the Royal Dutch Army. In 1987 he switched to Fokker Aircraft BV, where he has worked for 9 years as a manager in the fields of logistics, marketing and sales and programme management. The next 4 years he fulfilled the position of Head of the department Transport & Logistics at TNO-Intro, the applied scientific research institute for infrastructure, transport and regional development in Delft, responsible for research and advice in the area of efficient and effective (intermodal) flows of goods and the logistic (demand or supply chain) organisation. In the year 2000 he became Vice-President of COKON B.V., where he was responsible for the development

of large public-private projects with a societal benefit (such as KLICT). At the same time he was General manager of the KLICT foundation until the end of 2001, when he started his current job at TNO Building & Construction Research.

His key qualifications

Chain and network integration, process management, cross company logistics

Curriculum Vitae

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| 2001-today | TNO Building & Construction Research |
| 2001-today | Head of the department Building Process Innovation, responsible for research and advice in the area of process innovations in the building and construction area. |
| 2000-2001 | COKON B.V., in 's-Hertogenbosch |
| 2000-2001 | Vice-President COKON B.V. Responsible for the development of large public-private projects with a societal benefit (such as KLICT). |
| 2000-2001 | General manager foundation KLICT, responsible for the execution of the |

- public private KLICT project. KLICT (Netchains, Clusters and ICT) encourage the development and application of knowledge in the area of Chain and Network Studies (CNS). KLICT fulfils the linker / broker role between business, government and science and executes projects to prepare companies to operate in the network economy. KLICT shall migrate towards an international recognised Knowledge Centre of CNS.
- 1996-2000 TNO-Inro in Delft. The applied scientific research institute for infrastructure, transport and regional development.
- 1996-2000 Head of the department Transport & Logistics, responsible for research and advice in the area of efficient and effective (intermodal) flows of goods and the logistic (demand or supply chain) organisation.
- 1987-1996 Fokker Aircraft B.V. in Amsterdam and at Schiphol
- 1995-1996 Project manager, Fokker 70 & 100 programme, Department of Business Operations
Responsible for the management of large complex and multidiscipline product development projects.
- 1990-1995 Customer project manager, Fokker 70 & 100, same as above but more customer oriented.
- 1989-1990 Account manager, department of military marketing, responsible for large international accounts and contract negotiation/administration.
- 1988-1989 Staff employee, military marketing
- 1987-1988 Logistic manager, spares department
- 1978-1987 Ministry of defence. Officer in the Royal Dutch Army.

Coordinator's Statement

In crowded urban areas a conflict exists between the infrastructure and the built environment. This conflict is due to past decisions in spatial development, urban policy making and development as economic growth and globalization. Small local roads through cities transfer into highways for international corridors, thus causing traffic congestion, noise pollution, unsafety and negative impacts on sustainable developments. Well accessible locations attracts settlement of companies and offices on transport network nodes, subsequently leading to more transport flows finally ending into congestion. Because of the increasing lack of space in dense urban areas the problem even become worse.

Momentary the main aspects have been looked at separately. Decision makers do not overview the

complete decision area. Residential areas are being developed apart from the question what the consequences are for the transport flows and the transport means. They are just paying attention to the offices and dwellings to be built and, separately, to the logistic and mobility problems. On the other hand, it is possible that most preferred transport option couldn't be realized because the buildings in the surroundings form an obstacle. This non-integral approach results in sub optimal solutions.

The world of transport research and the world of building and construction research are quite different too. Besides, instruments and tools are often missing to visualize the coherence and the consequences of decisions quickly. A cooperative attitude and a cohesive view of researchers on both transport and the built environment should lead to a high quality area design and a high quality of life. Buildings, spatial development, logistics and transport should be in balance.

The establishment of an international Task Groups will serve the necessarily integral approach. This Task Group Transport and the Built Environment has just been released, and the first activity will be a seminar at the end of June. Until that time the members of this task group will focus on a joint research framework.:
What are the main problems and causes and what topics should we focus on? The aim of Task Group 52 is to cooperate and to transfer knowledge and experience between well-known research institutes on transport and building and to stimulate international research projects. Our mission is to combine and integrate research on transport and building helping forward the knowledge development process and solving earlier mentioned problems in crowded urban areas.