

## Construction of winners and losers in the smart mobility innovation policy in the Netherlands

***Citation for published version (APA):***

Salas Girones, E., & Vrscaj, D. (2016). Construction of winners and losers in the smart mobility innovation policy in the Netherlands. In *Proceedings of the 15th Annual STS Conference Graz 2016: Critical Issues in Science, Technology and Society Studies*

***Document status and date:***

Published: 30/06/2016

***Document Version:***

Publisher's PDF, also known as Version of Record (includes final page, issue and volume numbers)

***Please check the document version of this publication:***

- A submitted manuscript is the version of the article upon submission and before peer-review. There can be important differences between the submitted version and the official published version of record. People interested in the research are advised to contact the author for the final version of the publication, or visit the DOI to the publisher's website.
- The final author version and the galley proof are versions of the publication after peer review.
- The final published version features the final layout of the paper including the volume, issue and page numbers.

[Link to publication](#)

***General rights***

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal.

If the publication is distributed under the terms of Article 25fa of the Dutch Copyright Act, indicated by the "Taverne" license above, please follow below link for the End User Agreement:

[www.tue.nl/taverne](http://www.tue.nl/taverne)

***Take down policy***

If you believe that this document breaches copyright please contact us at:

[openaccess@tue.nl](mailto:openaccess@tue.nl)

providing details and we will investigate your claim.

# STREAM: Mobility, Energy and Sustainability

## Session 6: Reassembling Transportation: STS Perspectives on Mobility Infrastructures, Practices and Politics

Chairs: Jan-Christoph ROGGE, Berlin Social Science Center (WZB),  
Alexander WENTLAND, Munich Center for Technology in Society (MCTS),  
Germany

### **Construction of Losers and Winners in Smart Mobility Innovation Policy in the Netherlands**

**Edgar SALAS GIRONES, Darja VRŠČAJ**  
Technical University Eindhoven, Netherlands

Mobility innovations are deeply ingrained in societies, enabling us to perform certain actions and movements, which are essential for participating in the hyper-connected world (Hannam, Sheller, Urry; 2006). These innovations can be considered political as they unevenly allow various means and comfort of access to different societal groups. According to dominant policy frameworks, these groups (target groups) should be equally treated in policy as they share similarities. For example, two equal user groups in jurisdictions or that share similar problems and require similar solutions in policy (e.g. pedestrians in The Netherlands and in Germany, or fuel and electric based car users). However, this is not the case according to the social construction and policy design framework. Policy-making (implicitly) differentiates between groups with the same characteristics by distributing to these different burdens and benefits, or wins and losses. This generates normative concerns of democracy, inclusion, and justice. In this research, we reflect on how social, technological, economic, and environmental wins and losses are distributed among target groups, and how these processes raise questions of the political nature of innovation.

Current research on social construction in policy has focused on social policy, specifically in the areas of health and welfare (Ingram, Schneider, Deleon; 2007). The role of science and technology, however, has been largely ignored. Hence, drawing from the Science and Technology Studies (STS), we demonstrate that considering the way in which specific technological innovations enable actors to perform certain actions within society, is essential for understanding the process of construction of target groups. Furthermore, STS insights enable us to reflect on (implicit) technical and social exclusion of user groups through given innovation designs, or through non-consideration in innovation policy (see e.g. Wyatt et al., 2002).

We draw on different disciplines to explore a new field of smart mobility, which is arguably reshaping current transport policy domain. Smart mobility is leading to the emergence of mobility target groups, such as drivers of electric vehicles. This also generates new wins and

losses for the groups. Furthermore, smart mobility is gaining increasing attention because it comes with great promises about solving societal issues such as congestion and air pollution. However, through the processes of excluding some target groups, smart mobility may fail to solve social challenges in an inclusive way. As an emerging policy domain, smart mobility is confined to a forward-looking policy agenda and we are interested in reflecting on what role STS could play in guiding more inclusive innovation policies.

Empirically we focus on Smart Mobility policy in The Netherlands. Specifically, the efforts of the 5 November group, who developed a roadmap for smart mobility in the Netherlands for the period 2013-2023 ('Better informed on the road '). This document provides the basis for strategic planning in using smart mobility innovation by the Ministry of Infrastructure and Environment, and its implementing agency (Rijkswaterstaat). Using research methods based on the document analysis and semi-structured interviews, we show how this roadmap distributes wins and losses among (smart) mobility user groups.

**Keywords:** innovation policy, smart mobility, target populations construction, Dutch mobility agenda

## **Visions of Urban Sustainability Transition - Planners and their Environmental Imaginaries**

**Ivana SUBOTICKI**

Norwegian University of Science and Technology, Department of Interdisciplinary Studies of Culture, Trondheim, Norway

Transportation has become one of the key pillars in the fight against climate change and other environmental hazards. The high increase in mobility and carbonized means used to facilitate this mobility are increasingly recognized as important areas for intervention. But how change in mobility patterns and decarbonization of transportation systems can be achieved has been a widespread and controversial topic. Transition narratives in both research and policy arenas have, to a large degree rested on structural, linear and dichotomy driven approaches to planning. Here, individual modal/behavioral changes, technological innovation, new policy implementation, are just some of the key aspect of the new paradigm. The relational and socio-technical aspects of this change are thereby on the margins of debate, while the actor is almost lost in the regime discourse. In particular, the everyday negotiating and accountability practices related to environmental knowledge management and planning are being left out.

This presentation aims to contribute to the growing STS-field that explores sustainable socio-technical transportation assemblages. Drawing on a constructivist and ANT driven perspective, I want to investigate environmental knowledge practices in sustainable transportation planning. The following questions are asked: How are new transportation challenges accounted for and negotiated in the changing landscape of transport planning? Who are the important transition actors? How is 'new' environmental knowledge enacted in the everyday practices of these actors? My data consist of interviews and fieldwork in transportation planning units in Belgrade, focusing on three different transport systems as case studies – the metro, parking and bicycling. Growing automobile mobility, increased urbanization, unregulated city development, unresolved