



2015-2016 Work Programme

Council for the Environment and Infrastructure (Rli)

September 2014

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Foreword

This document sets out the 2015-2016 work programme of the Council for the Environment and Infrastructure (Rli).

The Council embarked on its first long-term work programme in 2014. Its ambition is to present advice that will contribute to resolving policy issues that the central government will be facing as a result of key societal trends and developments in the physical domain. In this second work programme, the trends and developments identified by the Council have once again been linked to its 'long-term programme lines'.

In 2015, the Council will be rounding off a number of advisory reports from its first work programme (2014-2015). It will also work on advisory reports that it has been asked to produce in addition to its work programme. This means that it will have only limited capacity to work on new advisory reports in 2015. Alongside its desire to furnish strategic and multi-sector advice on key policy questions, the Council wishes to address the requirements of ongoing policymaking processes and requests for advice on topical matters. It will not restrict itself to the question of 'what' in this respect, but also look at 'how' by suggesting specific modes of action wherever possible. That is why the Council is once again taking a broader view in 2014 by talking to the relevant ministers, state secretaries and various ministerial representatives. These discussions help the Council to ascertain the specific need for advice. In addition, the Council will once more deliberately reserve time and resources next year to address questions broached by the Government and Parliament as they arise. By responding quickly to advice questions that arise during the course of the year, the Council will make an even greater contribution to policymaking in 2015. The Council also wants its activities in 2015 to contribute to public debate about the future of spatial planning within the context of the Netherlands' Spatial Planning Year.

The present work programme consists of four advisory reports. The Council hopes, and indeed expects, that its advice will make a productive contribution to government policy and to efforts to address societal issues. Wherever possible, the Council will seek cooperation with other advisory councils, the official planning agencies, and the Board of Government Advisors (CRA).



Henry Meijdam, Chair



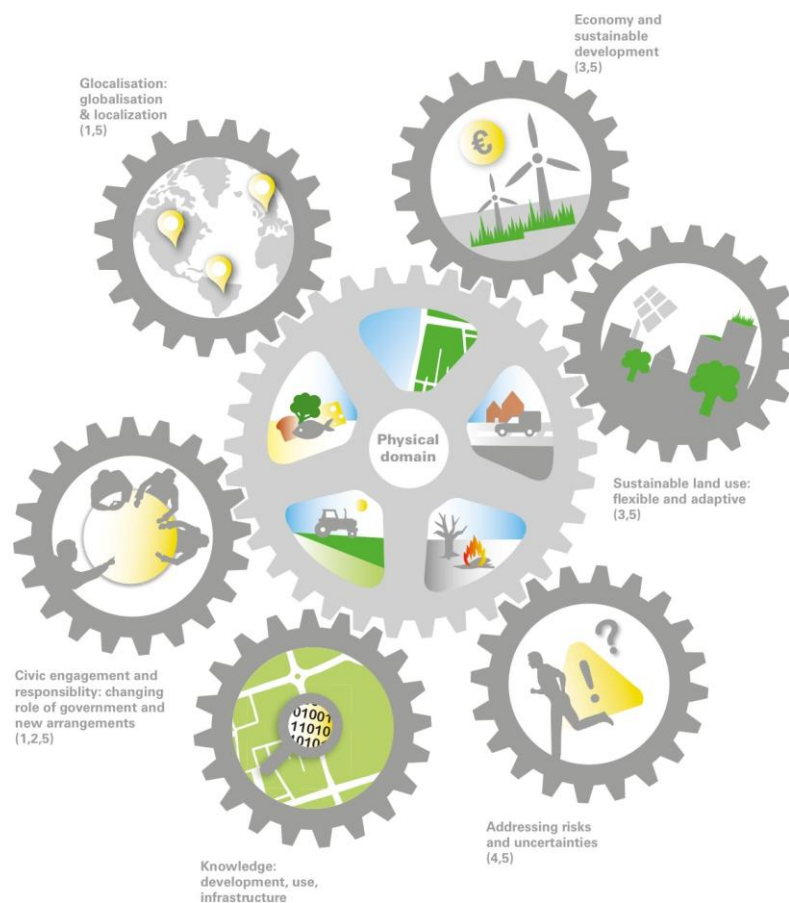
Ron Hillebrand, General Secretary

1. Working according to long-term programme lines

The Council takes a long-term view of subjects for which it intends to produce advisory reports. It does so within a framework of six long-term programme lines. The Council is eager to identify connections between the various sectors that fall within its remit as an advisory body. It also seeks out connections between medium to long-term issues and day-to-day policymaking.

The Council works with six long-term programme lines in its work programmes. By continuing to focus on these programme lines in its future work programmes, it will be able to achieve greater breadth and depth in its search for appropriate responses to the underlying developments in the physical domain.

Figure: Long-term programme lines



In the sections that follow, we indicate the long-term programme line to which each advisory subject in the Council's work programme relates. The six long-term programme lines are described below.

Economy and sustainable development in the physical domain

The Government wants the Netherlands to maintain its leading position as a competitive knowledge economy by means of sustainable growth. Sustainable development not only involves maintaining economic capital but also human, social and ecological capital while allowing for the relationships between them. As yet, the Netherlands has a mediocre score when it comes to financial robustness, level of knowledge and sustainable use of natural resources (Statistics Netherlands, *Monitor Duurzaam Nederland* 2011). The 2007 financial crisis put an end to a period of major economic growth. Eight years later, the Netherlands and many other countries are still struggling with weak economic growth. A new economic reality appears to have emerged, one marked by stagnation. Concern about the sustainability of the current economic model has only increased. The demand for natural resources continues to rise, while many of those resources are growing ever scarcer. As a result, the environmental debate has also become an economic one. How can we pursue 'green growth', and how will it affect the physical domain? Aspects that must be considered include decentralised power generation, sustainable mobility patterns, the circular economy, sustainable housing, local food production and water usage.

Sustainable land use: flexible and adaptive

The manner in which the Netherlands uses land has long been informed by an awareness that space is a fragile and limited resource in this small country. Sustainable economic, ecological and social vitality requires skilful spatial planning. Sustainable land use involves striking the right balance between residential, business and recreational uses, with space set aside for nature and with a concern for the quality of the living environment. Regionally differentiated trends such as population shrinkage, urbanisation, and the rising demand for mobility result in an ever-growing need for flexible and adaptive forms of spatial planning that combine different types of land use.

Addressing risk and uncertainty in the physical domain

The public has little tolerance for risks to its physical safety, and yet some risks do exist: incidents involving hazardous substances, flooding, epidemics, traffic accidents and the potential disruption of a cyber-attack. At the same time, people also want to decide for themselves which risks they are willing to take. In reality, however, the ability to identify risks, opportunities and consequences is limited. Some risks are unclear, with considerable uncertainty as to whether an event will take place at all and how much damage it could cause. Policymakers must take such uncertainties into account in their long-term scenarios. In addition to damage prevention, the 'manageability' of risk will come to play a greater role in policymaking. Which aspects are the responsibility of government, and when should businesses and the public acknowledge and act on their responsibility? How can the concept of shared responsibility be applied to greatest effect?

Knowledge in the physical domain: development, use and infrastructure

New combinations of technologies offer opportunities for innovation and often drive societal change. Is the physical domain taking full advantage of nanotechnology, biotechnology, information technology, the neurosciences and other scientific disciplines? Does policymaking make enough allowance for developments that new technologies may bring to bear in the near or distant future? Increasingly, knowledge generation is the result of cooperation with the private sector (for example in the Government's 'top economic sectors' policy). But has the physical domain been excluded from

this process as a result? What does the decentralisation of state policy mean for the necessary knowledge infrastructure and for generating and disseminating strategic knowledge? Knowledge should provide a solid evidence base for decision-making, but its validity is increasingly being disputed. The shift towards a knowledge economy, which is also manifesting itself in a growing services sector, requires an abiding concern for the knowledge infrastructure.

Civic engagement and responsibility in the physical domain: the changing role of government and new arrangements

The public is increasingly interested in market forces and self-reliance. We are also seeing an increasing number of formal and informal networks of individuals, sometimes joined by corporate partners, who want to address everyday concerns in their immediate environment. There are networks devoted to generating local and renewable energy, planting neighbourhood gardens, caring for neighbours who need assistance, and pooling cars, tools or appliances. The authorities will need to adopt a different, more facilitative, role to support this shift in the relationship between government and society. The question then is: How should new governance systems be designed and implemented so that public tasks and interests are clearly delineated while allowing informal networks and other nongovernmental parties sufficient freedom to take responsibility for themselves?

Glocalisation: globalisation and localisation in the physical domain

The process of globalisation has brought governments, businesses and people throughout the world into closer contact. We now have access to products, news, and food from across the globe. Countries are growing increasingly interdependent, giving rise to new vulnerabilities, e.g. the rapid spread of diseases, the far-reaching effects of a crisis or disaster, and international competition for labour. The Netherlands's interests are also increasingly tied up with those of Europe. This growing complexity renders society less adaptable. Alongside globalisation, we also see processes of regionalisation or localisation. People want to have more influence on their immediate environment. They want to eat locally grown food and experience nature 'on their doorstep'. These trends are creating both opportunities and tensions, and require us to reassess the role of central government.

2. Ongoing advisory projects 2014-2015

A number of advisory projects commenced under the Rli's 2014-2015 work programme will continue in 2015. These are:

Strengthening the spatial economic structure

It is important for the Dutch economy to remain competitive. How can we strengthen the spatial economic structure to ensure that our economy stays strong and innovative?

The circular economy

What can government do to encourage the successful and responsible development of a circular society?

Between Brussels and the citizen

How can central government fulfil its role in the physical domain, given the decentralisation of many of its tasks and the increasing influence of the European Union? How can central government support initiatives that exploit opportunities for adaptability and flexibility within the EU's frameworks?

Fragile vital infrastructure and the role of the citizen

What can government do to avoid the effects and high cost to society of disruptions to critical infrastructure (e.g. drinking water, food, health care, energy and telecommunications)? To what extent can and must government expect citizens to help themselves?

Survey of technological innovations for the physical domain

How will technological innovations affect our housing, work, living and mobility patterns? Are the authorities adequately exploiting the opportunities offered by innovations?

There is an overview of Rli publications and work in progress at the end of this document.

3. Advisory reports 2015-2016

This section discusses the Rli's main advisory projects for 2015-2016. The following should be taken into account.

Two of the Rli's projects in 2014 are highly exploratory in nature: 'Survey of technological innovations' and 'Strengthening the spatial economic structure'. In the former, the Rli is focusing in particular on the themes of efficient mobility, healthy nutrition and smart buildings. In 'Strengthening the spatial economic structure', the Rli is interested in the potential contribution of infrastructure measures (e.g. road, waterway and rail mobility; energy; data/ICT) at varying levels of scale. It is likely that the Council will prioritise one or more advisory themes after concluding these two projects, or will use topics addressed in these projects as case studies in one or more advisory reports.

The ministries involved have indicated that a number of policymaking processes and developments may lead to additional advice questions in 2015. These include the implementation of the Government's policy on nature management (*The Natural Way Forward: Government Vision 2014*), the Cities Agenda, the study on Welfare, Prosperity and the Quality of the Living Environment by the Netherlands Environmental Assessment Agency (PBL) and the Netherlands Bureau for Economic Policy Analysis (CPB), and new scenarios development by the ministries. The Council welcomes the opportunity to respond to any advice questions arising from the foregoing.

1. National environment and planning policy in relation to the Netherlands' Environmental Planning Act

Background and advice question

The Netherlands needs a national environment and planning policy. Even with government tasks in the physical domain being largely decentralised, some issues still require supra-regional coordination and decision-making. The Netherlands Environmental Assessment Agency (PBL) recently pointed out the growing influence of EU policy on spatial planning, with national policy being needed to resolve contradictions between the targets that this policy sets for differing sectors. Central government also intends drawing up a 'National Environmental Planning Strategy' based on the Netherlands' new Environmental Planning Act. Which themes should this agenda address, and what role should central government play? National environment and planning policy is based on the principle of 'decentralisation as the first option'. This means that local and regional authorities will benefit from central government giving them a well-defined framework within which to operate. At the same time, local public administrators must learn to take real action within the framework that they are given. Advice by the Rli can help promote structure and consistency in this context.

Explanation

As indicated above, there are various reasons for reviewing the Netherlands' environment and planning policy. In addition, 2015 has been designated 'Spatial Planning Year' in the Netherlands, and the Rli has been asked to turn its attention to this subject. Various questions and themes play a role in this context, some of them at international level. What arrangements should be made centrally, now that the effects of decentralisation are becoming clear? For example, are there limits to the growing inequality between regions? What supra-regional and European themes require

central government to take charge? Which topics should the new Strategic Agenda for Environment and Planning address? How will local and regional authorities tackle their new role?

The role of central government

In previous advisory reports, the Rli proposed elaborating the concept of a national government’s system responsibility within an administrative system in which the advantages of decentralisation are exploited to the fullest possible extent. This was largely the case in the advisory reports ‘Dutch Logistics 2040: Designed to last’ (2013) and ‘Pulling together’ (2013). The Rli regards the issue of system responsibility as a difficult one. It requires central government to define its own role vis-à-vis national interests while also identifying the framework (standards) within which local and regional authorities can develop their own policy. Advice by the Rli can help promote structure and consistency in this context.

Decentralisation

The move towards decentralisation of the Netherlands’ environment and planning policy means that responsibilities have been devolved to the lowest possible tier of government, that which is closest to the public. Many environment and planning issues transcend administrative tiers and responsibilities, however. They require close cooperation between the authorities, the commercial market and the public. Does the new division of responsibilities in the Environmental Planning Act make it possible to tackle challenges in the physical domain in a sufficiently effective, integrated manner? It is possible to approach this question from the vantage point of differing governance principles (hierarchical, multilevel or adaptive). What is required is a form of governance in which the dogma of scale economies does not impede action on societal issues. A further question is how established government tiers (with a more traditional form of democratic legitimacy) relate to a patchwork of ad-hoc arrangements that use other means to legitimise policy. Now that local and regional authorities have more scope for decision-making, the question is whether local government is well enough equipped to fulfil its duties in the area of environment and planning policy.

Limits to inequality?

Decentralisation and the new Environmental Planning Act offer more scope for local Custom solutions and regional differentiation. This will lead to growing differences between regions and municipalities. It is a logical consequence of the motives for decentralisation, i.e. the demand for more area-specific, integrated custom solutions, the need to bridge the gap between citizens and government, and the desire to make better use of local knowledge. Ultimately, then, decentralisation will require us to change our thinking; instead of striving for equality, which has long been a tenet in the various policy domains, we will need to allow for more variety and inequality. The Council can advise on the framework conditions that central government, as the party with system responsibility, should set and safeguard in order to prevent unproductive differences and undesirable societal effects from arising.

Theme	Sustainable economy	Sustainable land use	Risks	Knowledge in physical domain	Civic engagement and responsibility	Glocalisation
Type of advice			Agenda-setting	Conceptual	Strategic	Instrumental
Ministries involved				Interior	Economic Affairs	Infrastructure and Environment

Lead Directorate-General			Spatial Development and Water Affairs
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2. Energy supply in the future: a system analysis

Background and advice question

The Energy Agreement for Sustainable Growth states that the share of renewable energy in the Netherlands will increase to 14% of total energy consumption by 2020. In addition, by 2020 the Netherlands will have cut its end-use consumption of energy by 100 PJ. This implies an irrevocable change in the Dutch energy supply system. It means large-scale changes – technical, organisational, and financial/economic – in a number of crucial sectors in the Netherlands.

What does the transition to a more sustainable energy system mean for the system itself? Although the implications for various sectors are now being explored, no one is analysing the impact on the entire system, which is made up of multiple energy carriers (electricity, heat and liquid fluids) and also encompasses multiple sectors. Which questions will we be facing? The relevant advice will cut across various sectors.

Explanation

Even if we achieve greater sustainability, we will need to have two 'systems' operating alongside one another for a few decades. Traditional sources of energy will be needed to cover interruptions in the supply of renewable energy, for example solar and wind power.

The introduction of market forces in the energy sector and government subsidisation of renewable energy may lead to underinvestment in the conventional infrastructure, however, with negative repercussions for energy security and the energy transition as envisaged.

Various aspects of the system change

System change in this context involves technology, which will move from centralised to decentralised. It also involves roles and responsibilities, as well as the implications for society, the economy, spatial planning and infrastructure.

What does the public think of a demand-driven energy system? Is it now up to them to make their own supply arrangements, and will they be able to do so? Behaviour also plays a role here; see the Rli's advisory report *Influencing behaviour – more effective environmental policy through insight into human behaviour* (2014). How much can the public leave to the system, and how much will people have to do themselves?

The financial and economic implications are enormous as well. How can we effect this change in the system at an acceptable price? On top of this, the business case of the parties involved will change dramatically – including that of government. Which parties will bear the cost, and which ones will enjoy the benefits as we move towards a more sustainable energy supply?

International

This is an issue that cannot be resolved by one country acting alone. There is the potential to optimise the system in an international context. Once again, the factors involved are technology and capacity, in the sense of a supergrid, but there are also financial and economic factors that involve linking markets and policy harmonisation. Given the complex nature of the issues concerned, it would be sensible to first consider current international trends and developments as a context and framework condition.

In autumn 2014, the Rli will consult with the Ministries of Economic Affairs and Infrastructure and the Environment on how best to involve the spatial and landscape aspects of onshore wind energy in this discussion.

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Type of advice			Agenda-setting	Conceptual	Strategic	Instrumental
Ministries involved				Interior	Economic Affairs	Infrastructure and Environment
Lead Directorate-General					Energy	

3. Mobility as the motor driving development

Background and advice question

Urban regions are the drivers of the Dutch economy. Quality of life in these regions is determined largely by the quality of their mobility systems. Innovations in those systems are important for the competitiveness of Dutch urban regions and their sustainability as networks. How can innovations in mobility systems improve the efficiency of urban regions? What will such innovations look like? What international examples can offer the Netherlands inspiration? How can government support innovation so that it is applied more rapidly and in a more integrated manner? Will there be opportunities for new revenue models to emerge?

Explanation

There are numerous signs that mobility patterns are changing dramatically in cities and regions. Changing needs, new behaviour patterns and advances in technology are placing new demands on mobility systems. Apps make it easier to plan a quick, efficient route door-to-door using a combination of transport modes that suit the individual's travel needs. Increasingly, people can base their choices on such factors as time, quality and convenience.

Technological innovations

Smart technology-related solutions ('smart city') will play a growing role in this context. Alongside the integrated approach, employers are already offering 'mobility packages' in which employees are free to choose their own transport mode. In the past, employers made only a lease car or public transport pass available. Today, however, employees may be issued a 'mobility pass' that is valid on multiple modes of transport. Depending on the time and location, the employee can decide how he or she wants to travel. On the other hand, apps advise travellers on which transport combination is most efficient. What will all the new technological options mean? What role will car-sharing and vehicle guidance systems play? How can the many bottom-up innovations be embedded in national policy?

Will the automobile become more or less important?

Private transport in particular is undergoing a number of changes. The concept of shared ownership is also on the rise in the automobile sector, thanks to new web applications. Young people today are less focused on automobiles; they want to travel, but appear less interested in car ownership.

[By 2050, the number of cars in German cities will halve thanks to car-sharing schemes.](#) Public transport will no longer be the exclusive preserve of carless pupils and the elderly. The share of mobility accounted for by public transport will continue to grow, especially if transport organisations were to focus more on traveller demand and convenience. On the other hand, technological innovations – for example electric cars that are cheaper to run and self-driving vehicles – could just as easily encourage automobile use. Some trends are mutually reinforcing, while others cancel one another out. Thanks to the introduction of intelligent vehicle guidance systems, smart apps that can influence traffic flows in a municipality or region, integrated transport systems and so on, the authorities have a growing number of ways to channel urban traffic in the right direction.

New revenue models

Traffic and transport policy will be redefined largely owing to smarter approaches to organising transport flows across different modalities and systems. New orgware and software (apps) make it unnecessary to expand the hardware. What will this be like? Advisory bodies have long argued that urban development and mobility should be seen as parts of the same system. What new revenue models are possible in that context? Is transit-oriented development (TOD) an option? Can transit facilities, parking for bicycles and other arrangements be incorporated into new, integrated public transport concessions? What lessons have been learned in other countries?

Thanks to the Internet, private individuals can make extra money by dropping off passengers or parcels en route to their destination. How much will this impact the taxi or parcel delivery companies? Is regulation needed to prevent problems?

Theme	Sustainable economy	Sustainable land use	Risks	Knowledge in physical domain	Civic engagement and responsibility	Glocalisation
Type of advice			Agenda-setting	Conceptual	Strategic	Instrumental
Ministries involved				Interior	Economic Affairs	Infrastructure and Environment
Lead Directorate-General						Mobility & Transport, Spatial Development & Water Affairs

4. Survey of policy interventions with consequences for the physical domain

Background and advice question

It is entirely plausible that policy trends in non-physical domains will have unforeseen and ill-considered consequences for the physical domain that are not adequately considered into the nature and design of the policy change. The Council therefore wishes to conduct a broad survey intended to identify such consequences at the earliest possible stage. Examples include the

overhaul of the social insurance system, labour market policy, educational policy or the tax system. Is additional or supporting policy needed to anticipate unforeseen effects in the physical domain? The Council will seek to coordinate and cooperate with strategic advisory bodies in other advisory domains.

Explanation

The advisory project 'Living independently for longer – a shared responsibility of the housing, health and welfare policy domains' (2014) revealed that policy trends outside the physical domain – in particular those involving major transitions – can have huge consequences for the physical environment. That is also true for trends in other areas of policy. International trends can also have enormous implications for the Netherlands. In the past, the advantageous tax regime for LPG as a motor fuel led to a dense points-of-sale network that prompted numerous spatial planning restrictions for reasons of public safety. After the introduction of 'the new way of working' in central government, more than 25% of all state-owned office buildings became superfluous to needs. The demand for student housing will be affected by government's decision to continue or discontinue the student public transport pass. Other policy dossiers could well have consequences for the physical environment. The Council will carry out this survey from two points of view.

Long-term transitions

There are a great many long-term transitions under way in non-physical policy domains. Many of these are 'unavoidable' changes associated with demographic shifts, population structure, global trends and so on. These changes are leading to changes in the social insurance system, the tax system, the health care system, the education system, the energy market and the economy. Some transitions appear to be unfolding almost on their own, whereas others are triggered by international trends and/or EU policy. Transitions are also launched at national level. Surveys and long-term strategic agendas are being drawn up for all these themes. The Rli's survey should clarify which long-term transitions will have a significant impact on the physical environment.

Analysis of existing policy trends

Policymakers do not always give enough thought to the impact of new policies on the physical environment (or policy pertaining to that environment). Seemingly small changes in policy can have huge implications for spatial planning. A scan of existing policy dossiers could be revealing in this regard. The most important point is to identify where adjustments can still be made and whether additional supporting measures are called for.

Theme	Sustainable economy	Sustainable land use	Risks	Knowledge in physical domain	Civic engagement and responsibility	Glocalisation
Type of advice			Agenda-setting	Conceptual	Strategic	Instrumental
Ministries involved				Interior	Economic Affairs	Infrastructure and Environment
Lead Directorate-General						Spatial Development & Water Affairs

4. Responsibility and acknowledgement

The Rli work programme was compiled after close consultation with the ministers, state secretaries and ministries involved and after examining the sources cited below.

Ministers and state secretaries

The Council spoke to Stef Blok (Minister for Housing and the Central Government Sector), Henk Kamp (Minister of Economic Affairs), Melanie Schultz van Haegen (Minister of Infrastructure and the Environment) and Wilma Mansveld (State Secretary for Infrastructure and the Environment).

Ministries

Potential advice questions were presented at a meeting of strategy directors from the Ministries of Infrastructure and the Environment, Economic Affairs, Interior and Kingdom Relations, and Education, Culture and Science. The work programme was finalised in consultation with the secretary-generals of the Ministries of Infrastructure and Environment, Economic Affairs, and Interior and Kingdom Relations.

Source material

The following documents have served as source material:

- the knowledge and innovation agendas of the Ministries of Interior and Kingdom Relations, Economic Affairs, and Infrastructure and the Environment
- the Horizon Scan by the Netherlands Bureau for Economic Policy Analysis (CPB) and the Netherlands Environmental Assessment Agency (PBL)
- the overarching (i.e. government-wide) themes to be addressed in other advisory bodies' work programmes
- the 2014 work programme of the Netherlands Environmental Assessment Agency
- the 2014 year programme of the Board of Government Advisers (CRA)
- the Rli's own strategy proposal document *Met raad en daad*
- the Ministry of Infrastructure and the Environment's policy priorities for 2016-2020 (Johan de Witt Council)

Ongoing dialogue on advisory topics

To ensure optimal coordination with the ministries, the Council will begin each advisory project by consulting the parties requesting advice about the precise advice question. This will ensure that the question properly reflects current needs.

The advisory reports are developed in an open process with other relevant parties. The Council interviews external parties, pays working visits, attends workshops, discussion and experts meetings, takes part in round-table discussions and studies the literature, all in an effort to take stock of insights, viewpoints and information. It welcomes any comments on this work programme and will take these into account when drawing up its advisory reports.

Rli publications and work in progress

2015 expected

- Strengthening the spatial economic structure
- The circular economy
- Between Brussels and the citizen
- Fragile vital infrastructure and the role of the citizen
- Survey of technological innovations for the physical domain

2014 expected

- The housing requirement (autumn 2014)
- National real estate portfolio strategy (autumn 2014)

2014

- Risks assessed: Towards a transparent and adaptive risk policy. June 2014 (Rli 2014/06)
- Recovering the costs of environmental damage. An advisory letter on financial indemnity requirements for high-risk companies. June 2014 (Rli 2014/05)
- International scan 2014. May 2014
- Future of the city. The power of new connections. March 2014 (Rli 2014/04)
- Quality without growth. On the future of the built environment. March 2014 (Rli 2014/03)
- Influencing behaviour – more effective environmental policy through insight into human behaviour. March 2014 (Rli 2014/02)
- Living independently for longer - a shared responsibility of the housing, health and welfare policy domains. January 2014 (Rli 2014/01)

2013

- Sustainable choices in the implementation of the common agricultural policy in the Netherlands. October 2013 (Rli 2013/06)
- Pulling together. Governance in the Schiphol/Amsterdam Metropolitan Region. September 2013 (Rli 2013/05)
- Safety at companies subject to the Major Accidents Risks Decree: responsibility and effective action - the Dutch transposition of the Seveso Directive. June 2013 (Rli 2013/04)
- Dutch logistics 2040: Designed to last. June 2013 (Rli 2013/03)
- Nature's Imperative. Towards a robust nature policy. May 2013 (Rli 2013/02)
- Room for Sustainable Agriculture. March 2013 (Rli 2013/01)

2012

- Keep Moving. Towards Sustainable Mobility. Edited by Bert van Wee. October 2012 (Rli/EEAC)

Composition of the Council for the Environment and Infrastructure

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About the Council for the Environment and Infrastructure

The Council for the Environment and Infrastructure (Raad voor de Leefomgeving en Infrastructuur, Rli) advises the Dutch government and Parliament on strategic issues concerning the sustainable development of the living and working environment. The Council is independent, and offers solicited and unsolicited advice on long-term issues of strategic importance to the Netherlands. Through its integrated approach and strategic advice, the Council strives to provide greater depth and breadth to the political and social debate, and to improve the quality of decision-making processes.

The Council was established by law on 10 February 2012.
The first Council members were formally appointed on 1 August 2012.

Rli publication

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