



Ministerie van Infrastructuur  
en Waterstaat

# KiM programme 2025

Publication: January 2025

Netherlands Institute for Transport Policy Analysis | KiM

## Introduction

The Netherlands Institute for Transport Policy Analysis (KiM) aims to provide the Ministry of Infrastructure and Water Management (I&W) with the knowledge it needs to draft mobility policy. KiM is a division of I&W, but is independent in programming and implementing research and in publishing its results.

The KiM programme presents an overview of our projects for 2025. KiM's Director, Serge van Dam, has formally approved the programme.

### Reading guide



#### Which long lines is KiM working on? → Section 2

Last year, KiM identified four so-called *long lines*. These are development trajectories that aim to shape the desired transitions in the field of mobility, including effective policy options to help achieve them. We are continuing these lines this year.

- 1 Optimising accessibility
- 2 Shaping sustainable mobility
- 3 Scarcity and the distribution of accessibility
- 4 Facilitating economic development

#### What is KiM and how does the institute operate? → Section 3

The KiM programme has been created in consultation with a number of policy directorates at I&W. The programme not only includes issues that emerge from policy but also research initiated by KiM itself. KiM is flexible in dealing with new inquiries and changing areas of investigation and readjusts its priorities throughout the year. In addition, some projects launched this year will not be completed until next year.

#### What projects will KiM be conducting?

The project overview shows the projects for each I&W directorate. KiM distinguishes between the following types of project: Research, Knowledge-at-the-Table and Preliminary Research.



Research



Knowledge-at-the-Table



Preliminary

### Abbreviations of I&W Directorates

<b>ISM</b>	Innovation and Strategy for Mobility Directorate
<b>DuMo</b>	Sustainable Mobility and Transport Programme
<b>OVS</b>	Public Transport and Railways Directorate
<b>WV</b>	Roads and Traffic Safety Directorate and Heavy Goods Vehicle Charge and Temporary Tolls Programme
<b>M&amp;G and VRO</b>	Mobility and Regions Directorate and Ministry of Housing and Spatial Planning
<b>LV</b>	Civil Aviation Directorate and Schiphol Airport Programme (POLS)
<b>MZ</b>	Maritime Affairs Directorate
<b>ASA and FEZ</b>	Strategy Department and Financial Affairs Department
<b>DGWB</b>	Directorate-General for Water and Soil
<b>DGMI</b>	Directorate-General for the Environment and International Affairs

## Contents

### **Introduction 2**

### **Contents 4**

#### **1 Foreword 5**

#### **2 Long lines 6**

- 2.1 Optimising accessibility 6
- 2.2 Shaping sustainable mobility 6
- 2.3 Scarcity and the distribution of accessibility 7
- 2.4 Facilitating economic development 8

#### **3 About the Netherlands Institute for Transport Policy Analysis (KiM) 9**

- 3.1 Purpose of KiM 9
- 3.2 Government of the Netherlands and Ministry of Infrastructure and Water Management 9
- 3.3 KiM's knowledge inputs 10
- 3.4 Programming process 11
- 3.5 How KiM is organised 12
- 3.6 Research lines 13
- 3.7 Quality assurance 14
- 3.8 Performance review 16
- 3.9 Independence 16
- 3.10 Collaboration 16

#### **4 Project overview 18**

- 4.1 Innovation and Strategy for Mobility Directorate 18
- 4.2 DuMo Sustainable Mobility and Transport Programme 18
- 4.3 Public Transport and Railway Directorate 19
- 4.4 Roads and Traffic Safety Directorate and Heavy Goods Vehicle Charge and Temporary Tolls Programme 20
- 4.5 Mobility and Regions Directorate and Ministry of Housing and Spatial Planning 21
- 4.6 Civil Aviation Directorate and Schiphol Airport Programme 21
- 4.7 Maritime Affairs Directorate 22
- 4.8 General Strategic Advice Directorate and Directorate for Financial and Economic Affairs 23
- 4.9 Directorate-General for Water and Soil 23
- 4.10 Directorate-General for the Environment and International Affairs 23
- 4.11 Projects not directly commissioned or projects focused on knowledge development 23

### **Publication details 25**

# 1 Foreword

Being able to reach a destination in the Netherlands safely, affordably, within an acceptable timeframe and sustainably: that is the challenge we face. Whether this is via the roads, waterways, the railway or by air. We are also on the cusp of a major remodelling of the Netherlands as we face scarcity in terms of space, personnel and finances. Challenges such as housing, energy, the economy and fair distribution all have an important link with accessibility and mobility. In this, making choices calls for an understanding of how Dutch people move around and why, an understanding of goods flows and business models and of sustainable energy for mobility. Understanding is also needed of the options we have available for achieving our goals for accessibility and improving sustainability and the extent to which we succeed in those goals. In this way, our ministry is working to achieve a reliable and sustainable mobility system.

Since not everything is possible everywhere and we aim to achieve a range of different goals, careful consideration of the available options is essential. We are increasingly pushing at the limits of our mobility system. In attempting to boost accessibility, we need to take account of the fact that space, raw materials, technical manpower and carbon-neutral fuels are all in limited supply. In order to ensure that the Netherlands remains accessible and liveable, we need knowledge to tackle the various challenges.

“Our ministry is working to achieve a reliable and sustainable mobility”

Reliable and up-to-date knowledge is a vital ingredient in any effective policy preparation. KiM delivers this knowledge for policy and in doing so aligns itself with the issues at play within our policy directorates. The KiM researchers keep us on our toes by interpreting developments and clearly explaining the impact of any policy measures. They do this by conducting research and by means of what we term Knowledge-at-the-Table, when they provide direct input to policy development. In this, they work in close consultation with other knowledge institutions.

With its 2025 programme, KiM is building on the long lines that were set out last year. KiM will continue to develop knowledge that contributes to and informs the desired transitions in the field of mobility. In addition, KiM also independently raises issues that policy has not (yet) addressed. As such, KiM keeps its eye on the ball, assisting central policy with the latest insights, while also helping to widen I&W's strategic and international perspective. As a result, the knowledge that KiM provides not only matters to us, but also for the entire country. We look forward to continuing our fruitful collaboration with our KiM colleagues throughout the coming year!



**Kees van der Burg (Director-General for Mobility and Transport) and Marion Smit (Acting Director-General for Civil Aviation and Maritime Affairs)**



## 2 Long lines

The future may be uncertain, but this does not prevent KiM from thinking about future developments. Last year, KiM identified four long lines. These are development trajectories that aim to shape the desired transitions in the field of mobility, including effective policy options to help achieve them. This year, we are continuing these lines and making them slightly clearer. We will also be placing the long lines in a more international perspective. The long lines help us to look even further ahead. Much of our programme is set against the background of one or more of these long lines. Projects that are part of the long lines have been highlighted. These long lines are described below and there is some slight overlap between them.

### 2.1 Optimising accessibility

Mobility is not an end in itself; but a means to improve accessibility. This idea lies at the heart of I&W's Framework Memorandum Mobility Vision 2050. I&W is shifting the focus from facilitating mobility to optimising accessibility. This opens up a new and wider perspective that sees accessibility as a core value within spatial policy, amenities policy and mobility policy. Across modes of transport and networks, there are choices to be made about the proximity of housing, workplaces and amenities and the linkage with the mobility system.

Society is changing and so are its needs and preferences when it comes to accessibility. In order to optimise accessibility, it is essential to have a good understanding of what people in the Netherlands do, want and are capable of achieving. Insights from that perspective will remain crucial for KiM in its efforts to ensure that accessibility is manageable.

Combining society's needs with spatial issues raises new policy enquiries and knowledge questions. These knowledge questions lie at the heart of this long line. What is the value of accessibility, compared to other objectives, such as sustainability and equity? Is it possible to formulate concrete objectives for accessibility – for the entire country or for certain regions or groups? And how can accessibility be measured?

In its conceptual innovations, KiM is also bridging the gap to practice by applying these insights in its evaluation of existing and proposed policy measures.

The following are examples of projects in this 2025 KiM programme that relate to this long line:



- [Developments in self-driving transport and the effects on policy objectives \(MB2517\)](#)
- [The influence of demographic changes on mobility and accessibility \(MB2421\)](#)
- [Options for market organisation of the railways \(ER2408\)](#)

### 2.2 Shaping sustainable mobility

For a society to be sustainable, its people, the economy and the natural environment need to be healthy. In the Netherlands, increased prosperity and limited space are placing sustainability under significant pressure. Current developments in society that have a major impact on mobility include:

- climate change, global warming and their consequences, such as rising sea levels and extreme weather;
- the energy transition;

- nitrogen deposition;
- noise nuisance.

In order to curb global warming as far as possible (climate mitigation), the Netherlands faces the major challenge of reducing carbon emissions by 55% by 2030 compared to 1990 levels. For all modes of transport, KiM is investigating how best to tackle this transition to sustainable energy carriers, based on national and European legislation and related agreements. In this, KiM is also exploring the extent to which accessibility can become more sustainable by organising the mobility system differently and encouraging different behaviours. In the context of climate adaptation, it is important to ensure that our transport system is made resilient to extreme weather conditions, for example as a result of drought, high temperatures or extreme rainfall. KiM conducts studies and generates knowledge for tackling the climate challenges and the related consequences for mobility.



The following are examples of projects in this 2025 KiM programme that relate to this long line:

- Import versus production of sustainable energy carriers (DG2509)
- Sustainable goods transport and hubs (DG2507)
- Options in international passenger transport (MB2510)
- What instruments are available to help make small ships more sustainable? (DG2413)

### **2.3 Scarcity and the distribution of accessibility**

In the Netherlands, more and more numbers of people are living in an area of limited size. It is becoming increasingly challenging to find sufficient space, raw materials and energy to maintain our prosperity and the activities that we wish to pursue. The pressure on the mobility system is increasing as a result of the lack of space, raw materials, energy, manpower and financial resources.

A fair distribution of accessibility is seen as increasingly important across society. This is not just about fair distribution between different groups, but also between current and future generations. In addition, the whole of central government has embraced the principle of broad-based prosperity. How can these concepts be applied to mobility policy in concrete terms? KiM is analysing what these principles could mean for mobility policy and for decisions on which mobility measures to pursue. In this, KiM is also taking into account the future role of the government. When is it legitimate for the government to play a role? What can the government do to tackle market failure? And how can the government act in a way that is responsive and unifying? And, of course: what approaches are other countries taking to issues of this kind?

In recent years, KiM has increasingly focused on the distribution of effects across groups and regions, and on the various principles of fairness. In this context, it is becoming increasingly obvious that the methods used to justify investments in infrastructure require further development.

In its programme for 2025, KiM will continue to focus on this. This also involves the interplay with regional interests and insights. Differences between regions and groups of people are becoming increasingly important. For example, KiM is analysing how the effects of national policy measures are spread across geographical regions, travel motives and income groups. In this, KiM is deliberately opting not to focus on any specific region in its studies. KiM will however try to break down the regional differences in the national picture.



The following are examples of projects in this 2025 KiM programme that relate to this long line:

- The importance of mobility in border regions (ER2506)
- Public transport in the region (MB2512)
- Dealing with declining accessibility to amenities (MB2402)
- Target groups and climate policy (MB2503)

## 2.4 Facilitating economic development

Economic development is essential for broad-based prosperity. More recently, this area has been somewhat neglected because of the increased focus on other aspects of broad-based prosperity within I&W. The economy encompasses production, trade and services. Mobility plays an important role in all of these and is itself a significant economic sector in the Netherlands. Digitalisation and automation are changing travel behaviour (partly as a result of home-working and the use of navigation apps) and leading to different modes of transport (such as self-driving cars).

This relates both to freight and passenger transport. Passenger transport is all about the ability to travel to work, do the shopping and engage in activities. Supply security of goods at acceptable costs is of major importance for the economy and for consumers. At the same time, freight transport also faces the challenge of having to become (more) climate neutral while also adapting to geopolitical trends and the reshoring of industry against a backdrop of increasing climate volatility and the pressures this is placing on the availability of infrastructure capacity. Besides, a circular, fossil-free economy will result in very different goods flows and have a major impact on seaports and transit to Germany.

Current developments in society associated with this theme include:

- reshoring;
- digitalisation and automation;
- geopolitical developments.



The following are examples of projects in this 2025 KiM programme that relate to this long line:

- Long-term consequences of drought on waterways for the economy and infrastructure policy (ER2507)
- 'Nederland Distributieland' revisited? (ER2414)
- What is the impact of changing patterns of consumption and production on (the importance of) freight transport? (ER2509)
- Resilience in freight transport (ER2508)
- Social effects of station development (ER2502)



## 3 About the Netherlands Institute for Transport Policy Analysis (KiM)

### 3.1 Purpose of KiM

KiM supports mobility policy with knowledge input based on scientific research. KiM adopts a critical approach, while acting as a reliable colleague for policy. KiM conducts research itself and collects knowledge developed elsewhere, enabling I&W to develop policy grounded on solid knowledge. Further details about KiM can be found at <https://english.kimnet.nl/>.

### 3.2 Government of the Netherlands and Ministry of Infrastructure and Water Management

Under the Dutch constitution the Cabinet is entirely composed of government ministers. Its job is to make decisions on overall governmental policy and promote its coherence. The King and the Ministers ultimately make up the Government of the Netherlands. Ministers and state secretaries are responsible for the day-to-day business of government. Please visit [the governmental website](#) for further information on how the Dutch Cabinet operates in practice.

[The Ministry of Infrastructure and Water Management](#) (I&W) is committed to improving quality of life, access and mobility in a clean, safe and sustainable environment. The Ministry strives to create an efficient network of roads, railways, waterways and airways, effective water management to protect against flooding, and improved air and water quality.

Broadly speaking, the Ministry of Infrastructure and Water Management consists of three sections: policy, implementation, and inspection. In addition, the ministry has several support agencies that help to ensure that senior-level political and civil service figures as well as employees are able to effectively perform their work.

In the policy section, four Directorates-General are tasked with developing policy in the areas of mobility, water management, aviation and maritime affairs and the environment.

- The Directorate-General for Civil Aviation and Maritime Affairs is responsible for policy development in the fields of maritime affairs and aviation.
- The Directorate-General for the Environment and International Affairs is responsible for policy development in the fields of a clean, safe, healthy, and sustainable human environment; air quality; circular economy; sustainability; environmental security and environmental risks. Furthermore, the Directorate-General coordinates the international component of the ministry's policy.
- The Directorate-General for Mobility is responsible for policy development in the fields of roads, road safety, public transport and railways, bicycle traffic and sustainable mobility.
- The Directorate-General for Water and Soil Affairs is responsible for policy development in the fields of water policy and flood risk management; climate adaptation; water projects in specific areas; and water and soil issues.

### 3.3 KiM's knowledge inputs

#### Input for different phases of policymaking

KiM interprets and explains developments, draws up exploratory studies and scenarios and analyses the effects of policy instruments and the role of government. In all its work, KiM synthesises various perspectives and disciplines. This gives KiM's analyses a robust character. The robustness is also expressed in the broad number of disciplines KiM can draw on within its own organisation, including transport economics, (technical) governance, social geography, urban planning, sociology, environmental sciences and traffic management studies. In its activities, KiM is increasingly adopting an international perspective.

The information, knowledge and expertise that KiM delivers serve as input for policy preparation at I&W. The way in which knowledge filters through to policy depends on the phase of the policymaking process at that time. Interpretations and explanations of developments, exploratory studies and scenarios are important when setting agendas and preparing policy. The knowledge KiM delivers on the effects of policy instruments and the role of government is important for policy preparation, implementation and evaluation.

#### Products

KiM draws a distinction between three different products: research projects, preliminary research and knowledge-at-the-table.



In *research projects*, KiM conducts research itself. This research results in open-access publications. KiM compiles a project plan for every study it conducts. This includes details of the wider context, research questions and methods. The project plan also indicates which data (already available or collected specifically for the study) KiM uses.



KiM conducts *preliminary studies* when it is not yet clear whether a full study is justified. This is the case if there is uncertainty about:

- the research question;
- whether and how the knowledge question can be answered;
- whether there are useful opportunities for potential action by I&W.

When it becomes clear that a research project is justified, KiM will complete the preliminary study. If KiM is obviously the appropriate party to conduct the research, it draws up a project plan based on the results of the preliminary study. If there is no further research, and only a preliminary study, KiM will share the results with policy and a publication will follow in exceptional cases only.



In the case of *knowledge-at-the-table* (Dutch abbreviation: *KaT*), KiM delivers knowledge immediately to ongoing policy processes within I&W by means of presentations, discussions and knowledge contributions to policy documents. Sometimes KaT may lead to the publication of a short paper or memo. KiM also plays a role in assuring the quality of research that has been prepared by third parties for I&W. This may involve enabling access to the research network, providing input into how the research questions and approach are formulated or taking part in advisory committees. Moreover, KiM also consults with policy directorates about knowledge development programming at institutes outside I&W.

Alongside these three types of product, KiM can also raise issues within and outside I&W: *signalling services*. This is done in response to topical policy-related and scientific developments or reports by other parties. This could take the form of a

short scientific paper or memo, but also an email, telephone call, meeting or presentation. Some of the blogs written by colleagues at KiM also have a signalling function. Although these activities are not included in its programme, KiM does have capacity available for them. The blogs can be found on the KiM website: <https://www.kimnet.nl/actueel/weblogs> (in Dutch only).

### **Agreements about publication and research results**

All research projects lead to open-access publications. Publication takes place within 28 days of completion of the research assignment. In exceptional cases, KiM's timing may differ somewhat. This may occur if the research is part of preparations for a major policy document requiring the relevant research reports to be published simultaneously with the government document.

Publications may take the form of a brochure, factsheet, a short paper or memo, an infographic or video. Usually, KiM also issues a background report that includes details of the rationale for the research methodology used. In the case of KaT, KiM has the choice of whether or not to publish. KiM publications can be found at <https://english.kimnet.nl/publications>.

## **3.4 Programming process**

The process of preparing the KiM programme starts with identifying topics for future research at KiM's internal brainstorming sessions. KiM bases these sessions on knowledge of the mobility sector, the current policy outlook and (future) social and scientific developments at home and abroad. Where possible, KiM will supplement the list of brainstorming topics with broad-based regional research questions that are of national relevance. Further input for a long list of brainstorming topics comes from I&W's Strategic Knowledge and Innovation Agenda (SKIA), the tasks collated by the Knowledge Programme for Traffic and Transport (KpVV) from local and regional government, regional area programme managers and various networks of municipalities, such as the G4, representing the four largest municipalities in the Netherlands.

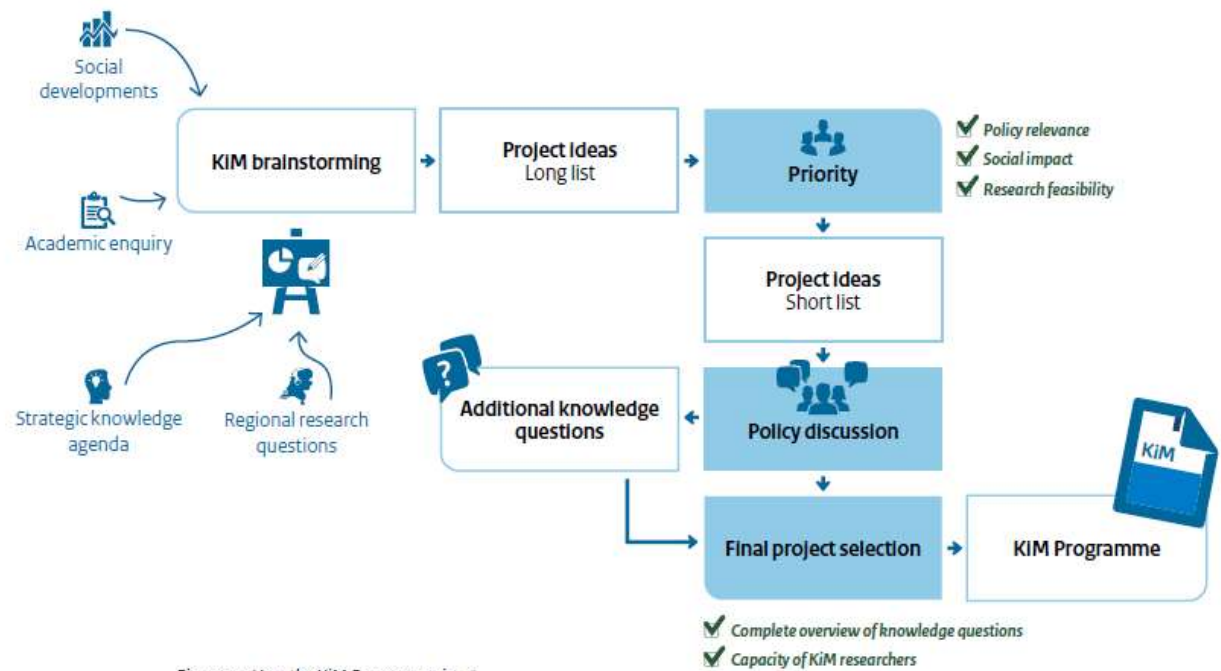


Figure 3.1: How the KiM Programme is set.

After collation and after priorities have been established, KiM discusses these project ideas with policymakers to gauge interest and to identify which current knowledge questions emerge from the policy teams themselves. Sometimes, policy directorates have no (immediate) interest in any of the research ideas. KiM may then decide to conduct its own research in these areas.

The final assessment that ultimately results in the KiM programme is based on due consideration of policy relevance, social impact, research feasibility and the capacity required to explore all the research ideas. Research capacity is becoming a limiting factor to an ever greater extent: KiM increasingly faces excessive demand. Figure 3.1 shows a schematic representation of how the programme is put together.

KiM will continue to hold discussions with the various policy directorates throughout the year to collect knowledge questions and, where relevant, set any other priorities. The specific research question, approach and intended results are carefully formulated before the start of a project. This results in a project plan. The specific research questions are agreed in consultation with the relevant policy directorates.

### 3.5 How KiM is organised

#### Management

The Management Team at KiM is made up of the director, the deputy director and research line managers. Serge van Dam is the director of KiM. Arjen 't Hoen is the deputy director. The research line managers are Pauline Wortelboer-Van Donselaar, Stefan Verduin and Arjen 't Hoen. Each is responsible for his or her own research line. The research line managers also have line-management responsibility for staff.

Research line	Research line manager
A: Mobility and accessibility	Arjen 't Hoen
B: Sustainability and regions	Stefan Verduin
C: Policy evaluations and the role of government	Pauline Wortelboer-Van Donselaar

### Research lines

The research lines determine the structure of KiM's work. Research lines draw the various projects into clusters, which helps ensure coherence between the projects and consistency over the years. The research lines are described in section 3.6.

### Expertise roundtables

In addition to research lines, KiM also has expertise roundtables. These enable researchers to share specialist knowledge and monitor policy developments. These meetings are organised for the following subjects:

- public transport;
- freight transport;
- roads;
- aviation;
- data & modelling.

### Projects

KiM works on the knowledge questions in project teams made up of researchers. The projects are listed in section 4 of this programme. The programme not only comprises new projects, but also projects that were started in 2024 (or earlier) but have not yet been completed. Because of the readjustment of priorities in the course of the year mentioned in section 3.3, KiM may opt not to carry out some of the projects in this programme. There will also be projects that start in 2025 that will only be completed in the course of 2026, as occurs every year.

## 3.6 Research lines

Research lines form the basis for structuring KiM's work. Research lines draw the various projects into clusters, which helps ensure coherence between the projects and consistency over the years. The long lines that KiM has identified within the programme (see section 2) cut across the research lines to form cross-links. Further detail on the content of the three research lines is given below.

### Research line A: Mobility and accessibility

The research line Mobility and accessibility is dedicated to understanding how the mobility system operates. KiM analyses the interaction between modes of transport, also taking account of developments in society and innovations. Collecting data and developing models for these topics also fall within the scope of this research line. KiM looks to the past to find explanations for trends in mobility and accessibility based on social developments and government policy measures that have been implemented. KiM also looks to the future by preparing exploratory studies for the medium term and assessing the potential effects of specific policy options on mobility and accessibility.

KiM places a special focus on the concept of accessibility. This is because mobility is not an end in itself, but a means of accessing jobs or amenities, for example. The

areas covered by KiM's research include how accessibility can be improved, how it can be measured and what accessibility objectives may be achievable.

KiM also investigates the mobility of specific groups. Mobility behaviour is different for different groups in society. One example is the difference between elderly and young people. Or between people with lower or higher incomes. Studying these differences provides important information for policy development, because it helps clarify how effective policy instruments will be for certain groups.

### **Research line B: Sustainability and regions**

This research line focuses on sustainability and the interaction between spatial functions and mobility. Sustainability is an issue facing the entire country and every sector of the economy. While focusing on mobility, KiM approaches this theme in relation to the impacts of climate change and the effects of emissions on human health. Sustainability is already an aspect of much of the research, but some of the studies focus specifically on it. When that is the case, the study falls within the scope of this research line.

The Netherlands is facing a huge housing challenge. Homes need to offer convenient access. The proximity of amenities and workplaces and the need to make more sustainable transport choices are key aspects of this. KiM supports policy by providing knowledge in this area.

### **Research line C: Policy evaluations and the role of government**

In this research line, KiM focuses on how the effectiveness and efficiency of policy measures for all modes of transport can be balanced, for passenger transport and for freight transport. Questions about the role of government (legitimacy) also come within the scope of this research line. Increasingly, this concerns the fairness of policy. In addition, KiM develops policy indicators and operationalises the concept of broad-based prosperity in mobility policy, making it possible to monitor I&W's policy objectives and the degree to which they are achieved. We also examine the role of central government and other authorities in a mobility transition.

KiM supplies policy directorates with analyses on policy approaches and results of evaluations, or conducts such evaluations itself. This includes the following:

- measuring efficiency;
- issues concerning the 'value' of specific types of mobility;
- the effectiveness of financial and economic instruments.

KiM also reviews evaluations conducted by other parties. A key element in this involves widening and broadening the methodologies for social cost-benefit analyses. In this process, KiM considers the various aspects of social relevance in an interconnected way: the contribution they make to the economic development of the Netherlands, but also the external costs of mobility, such as climate damage.

## **3.7 Quality assurance**

KiM aims to deliver fact-based reports that provide an informative or sometimes sobering foundation for policymakers to build on. According to the standard practice for scientific publications, KiM organises reviews of research reports in order to verify the method, results and conclusions. This includes peer reviews by the authors in a research project as well as reviews by the research line manager and by external parties, such as our KiM fellows (see below). For other products, too, such as knowledge-at-the-table and preliminary studies, quality assurance always

consists of a peer review by a colleague or the research line manager at the very least. The project leader and research line manager may decide to enlist other experts for this review.

Achieving a high-quality publication starts at an early stage: with the research design. Quality assurance is therefore also interwoven throughout the entire process and relies on input from several people. In a project plan, during implementation and also in the clear communication of insights and conclusions.

All those involved in KiM research are individually responsible for applying the highest standards of academic integrity when conducting and communicating research. The academic standards that KiM observes are also safeguarded by a [complaints procedure \(in Dutch\)](#). This ensures that any complaints about the methods or data used or the analyses produced will be handled by KiM with integrity.

Anyone who suspects that the standards of academic integrity have not been maintained, can lodge a complaint with a designated Confidential Adviser. KiM ensures that any complaints and subsequent decision-making will be handled according to a robust and fair procedure. The Confidential Adviser for academic integrity is [Dr E.C. \(Erik\) Schmieman](#). If the complaint is not handled satisfactorily, it can be put to the National Board for Research Integrity ([LOWI](#)) (in Dutch), an independent body that investigates third-party complaints about research by academic institutes.

### KiM fellows

In the context of quality assurance, KiM has appointed ten academics across a variety of disciplines, both national and international, as KiM fellows. One of the fellows' key roles involves commenting on project plans and draft publications. The fellows are also invited to give lectures and presentations, and to participate in brainstorming sessions for current or new projects, in order to give them additional scientific cachet. Beyond this circle of fellows, KiM regularly also invites other academics to take part in a review or engages them in projects from the outset. The fellows currently associated with KiM have been listed below. For an up-to-date list, also see the [website](#):

Name	Field	University
Professor Luca Bertolini	Urban Planning	University of Amsterdam
Professor Heleen de Coninck	Innovation and Sustainability Studies	Eindhoven University of Technology/Radboud Universiteit, Nijmegen
Professor Dick Ettema	Urban Accessibility and Social Inclusion	Utrecht University
Professor Serge Hoogendoorn	Operations & Management of Transport Systems	TU Delft
Professor Vincent Marchau	Uncertainty and Adaptivity of Social Systems	Radboud Universiteit, Nijmegen
Professor Tim Schwanen	Transport and Social Geography	University of Oxford
Professor Erik Verhoef	Regional, Urban and Environmental Economics	VU Amsterdam
Professor Bert van Wee	Transport Policy	TU Delft
Prof. Thierry Vanellander	Transport Economics	University of Antwerp
Prof. Oded Cats	Passenger Transport Systems	TU Delft

### **3.8 Performance review**

In the light of the report by the assessment committee following the performance review in 2024, KiM has been given tasks related to EU orientation, knowledge about AI and innovative methodologies, among others. This opens up the prospect of even greater international engagement and social relevance for KiM. KiM intends to pursue this wider remit in full (or partially if necessary) despite the constraints set by the current government. KiM began this process in 2024 and will continue it in 2025.

### **3.9 Independence**

KiM is independent in conducting and publishing its research. KiM is positioned within I&W because of the need to effectively implement KiM's research products in policy. Responsibility for the research process and the products lies entirely with KiM.

KiM is also independent in its research programming despite the fact that much of the research is programmed in close consultation with policy directorates. KiM is fully transparent in how it communicates its research results because it publishes all the results of research projects.

Independence is not an end in itself, but it is necessary in order to enable optimum knowledge development. Of course, it is vital that KiM is free to conduct research without the results being influenced by the opinion of lobby groups, political parties or policy-making departments. However, conducting research without any form of dialogue with policy makers could lead to results that are completely detached from the context in which social developments take place and the policy-specific and political realities. This would detract from the results' value and limit the scope of their potential impact on policy. KiM therefore considers an active dialogue between researchers and policymakers, in which all parties respect the limits of their own mandate, to be of great value. KiM's ultimate goal is to ensure that research results benefit society through policy with a strong foundation in research.

KiM's position is regulated by [a protocol \(in Dutch\)](#) published in the Dutch Government Gazette. This protocol ensures that KiM can conduct independent scientific research and publish its findings. One of the prime objectives of the protocol is to prevent confusion of the roles of politicians and policy makers, on the one hand, with the role of researchers, on the other. The protocol further regulates the funding, research programmes and communications.

### **3.10 Collaboration**

#### **International orientation**

Many research questions require knowledge of international developments or have a predominantly international context. KiM is a member of the Transport Research Committee (TRC) of the International Transport Forum (ITF), which is affiliated with the Organisation for Economic Cooperation and Development (OECD). The TRC brings together research representatives (from government departments and knowledge institutes) from dozens of countries for the purpose of initiating joint research projects and exchanging expertise. KiM is very active within the TRC, with a view to fostering joint international approaches to problems and solutions in the area of mobility. KiM is also active on various committees of the American



Transportation Research Board (TRB) and the Association for European Transport (AET).

In accordance with the assessment committee's recommendations, KiM will increase its focus on the EU. This concerns both research about decision-making relevant to mobility within the EU and research about the results of European research programmes. Furthermore, KiM maintains direct contacts with researchers in other countries. KiM's staff also attend conferences and symposia in the Netherlands and abroad in order to network, gather knowledge and present research results.

**Collaborations with knowledge institutes, government planning agencies, universities and Rijkswaterstaat**

KiM works closely with other Dutch knowledge institutes, universities and the Water, Traffic and Environment division (WVL) of Rijkswaterstaat (Public Works and Water Management, RWS). KiM makes expertise that has been developed elsewhere (in the Netherlands or abroad) accessible for practical use in policymaking processes. Sometimes, KiM may commission private parties or universities to conduct some aspects of its research, after which the results will be synthesised in a KiM product. KiM performs a vital linking role between I&W and the universities in the area of mobility.

In addition, KiM coordinates its research programmes with the PBL Netherlands Environmental Assessment Agency and the Netherlands Bureau for Economic Policy Analysis (CPB) in order to divide tasks in an effective and efficient manner and to collaborate on topics of overlapping interest. For instance, collaboration makes optimal use of both parties' expertise through joint brainstorming sessions, joint focus groups and critical feedback on each other's products. KiM also coordinates regularly with RWS and Statistics Netherlands (CBS) in order to link up current and future activities, where possible. This programme was also discussed with the PBL, CPB, CBS and RWS.

## 4 Project overview

Below, the overview of KiM projects are listed for each of the I&W Directorates. More elaborated notes about the research projects can be found in the Dutch version of the [KiM programme](#) or via the [research line managers](#) (see section 3.5)

LL1 Optimising accessibility  
LL2 Shaping sustainable mobility

LL3 Scarcity and the distribution of accessibility  
LL4 Facilitating economic development

### 4.1 Innovation and Strategy for Mobility Directorate

Project	Number	Research line	Type	Long line	Other directorates
Follow-up questions on the affordability of mobility	MB2507	A	KaT		OVS WV
Mobility and accessibility poverty	MB2107	A	KaT		OVS WV
Dealing with declining accessibility to amenities	MB2402	A	Preliminary study	LL1 LL3	M&G WV OVS
The influence of demographic changes on mobility and accessibility	MB2421	A	Research	LL1	
Changing travel behaviour in school pupils and students	MB2508	A	Research		OVS WV M&G
Peak spreading	MB2410	A	KaT	LL1	OVS WV M&G
Mobility Vision	MB2220	A	KaT		WV OVS M&G MZ LV DuMo
Integrated Mobility Analysis	MB2322	A	KaT		
Shared Mobility	MB2509	A	KaT		OVS WV M&G
Scope and potential of cooperative car-sharing	MB2521	A	Research		WV OVS M&G
Estimation method for future values of travel time rating for forecast years	ER2404	C	Research		
Funding issues	ER2302	C	KaT		M&G
Analysis frameworks for innovative mobility interventions	ER2402	C	KaT		
Broad-based economic prosperity and mobility follow-up study	ER2201	C	KaT		
Mobility budgets on the radar	ER2403	C	Preliminary study		

### 4.2 DuMo Sustainable Mobility and Transport Programme

Project	Number	Research line	Type	Long line	Other directorates
Greening travel behaviour	MB2305	A	KaT		
Sustainability leisure travel	MB2307	A	Research	LL2	OVS WV LV
Effects of cycling on human health	DG2107	A	KaT		
Children's use of e-bikes	MB2502	A	Preliminary study		WV
Atlas for the bike	MB2504	A	Preliminary study		

Project	Number	Research line	Type	Long line	Other directorates
Transport chains and the pedestrian's role in it	MB2505	A	Preliminary study		OVS
Target groups and climate policy	MB2503	A	Research	LL3	
Effectiveness of cycling infrastructure	MB2407	A	KaT		
Cycling intensities on regional routes	MB2408	A	KaT		ISM
Knowledge inputs for active modes of transport	MG1603	A	KaT		
Cycling incentives by employers	MB2404	A	Preliminary study		
The e-bike's influence on the cycling landscape	MB2506	A	KaT		
What policy could help in preventing a possible future shortage of carbon-neutral energy?	DG2206	B	Research	LL2 LL3	LV MZ WV
Coping strategies when raw materials for biodiesel are scarce	DG2404	B	Research		
Transition charts for sustainable mobility	DG2221	B	KaT		
Energy mix and price trends for renewable fuels for road transport	DG2423	B	KaT	LL2	
Import versus production of sustainable energy carriers	DG2509	B	Research	LL2	MZ
Key developments for achieving the climate targets for mobility	DG2510	B	KaT	LL2	
What is the impact of niche vehicles on the carbon challenge?	DG2511	B	Preliminary study		
Sustainable goods transport and hubs	DG2507	B	Research	LL2 LL4	
Scientific contribution to National Citizens' Climate Council	DG2410	B	KaT		
Reforming vehicle taxation (Balance study)	ER2505	C	KaT		WV

#### 4.3 Public Transport and Railway Directorate

Project	Number	Research line	Type	Long line	Other directorates
Bus Rapid Transit	MB2113	A	Research		WV
Public transport in regional areas	MB2512	A	Research	LL1 LL3	ISM
Influence of transfers on passenger demand	MB2513	A	Preliminary study		
International passenger transport	MB2210	A	KaT		LV
Car costs vs public transport costs	MB2214	A	KaT		WV
Development of broader public transport monitor and monitoring and	MB2409	A	KaT		

Project	Number	Research line	Type	Long line	Other directorates
evaluation of additional resources for regional public transport					
Public transport and rail innovation agenda	MB2413	A	KaT		
Monitoring Vision on the Future of Public Transport	BR1420	A	KaT		
Urban regional public transport	MB2514	A	KaT	LL1	
National public transport discount product follow-up study	MB2515	A	KaT		
Options for market organisation of the railways	ER2408	C	Research	LL1	
Long-term vision of market organisation for the main rail network	ER2229	C	KaT		
Policy assessment of accessibility allowances for public transport	ER2306	C	KaT		
Vision of the future of rail freight transport (Toekomstvisie Spoorgoederenvervoer)	ER2307	C	KaT		
Business returns in the rail freight transport sector	ER2501	C	KaT		
Social effects of station development	ER2502	C	Research		M&G
Periodic reporting on Article 13, railways	ER2503	C	KaT		

#### 4.4 Roads and Traffic Safety Directorate and Heavy Goods Vehicle Charge and Temporary Tolls Programme

Project	Number	Research line	Type	Long line	Other directorates
The impact on route choices and accessibility of the widespread use of digital travel information	MB2516	A	Preliminary study	LL1 LL4	OVS
Developments in self-driving transport and the effects on policy objectives	MB2517	A	Research	LL1	ISM
Atlas for the car follow-up	MB2518	A	KaT and Preliminary research		ISM
Mobility hubs	MB2415	A	KaT		OVS
Monitor on smart mobility	MB2115	A	KaT		
The future prospects for car mobility	MB2015	A	KaT		
EU-delegated regulation on Multimodal Traffic Information Services (MMTIS)	MB2519	A	KaT		
Electric Road Systems	DG2309	B	KaT		
Financial incentives for modes of transport in passenger mobility	ER2406	C	Research	LL3	

Project	Number	Research line	Type	Long line	Other directorates
Basic level of quality for networks	ER2310	C	KaT		OVS
Evaluation of the Heavy Goods Vehicle Charge and Temporary Tolls Programme	ER2311	C	KaT		
Evaluation of tachograph exemption for commercial electric vehicles	ER2504	C	KaT		

#### 4.5 Mobility and Regions Directorate and Ministry of Housing and Spatial Planning

Project	Number	Research line	Type	Long line	Other directorates
Towards a coherent set of policy instruments for a future-proof mobility system	MB2417	A	Research		OVS WV LV MZ DuMo
What determines the characteristics of commuter flows?	DG2412	B	Research		
DMI Advisory Board Pilot on integrated monitoring and calculation of the impact of climate targets	DG2422	B	KaT		
The house-building challenge	DG2513	B	KaT		VRO
(More sustainable) accessibility at business parks	DG2514	B	Research	LL2	ISM VRO
I&W input for Spatial Policy Document ( <i>Nota Ruimte</i> )	DG2515	B	KaT		VRO
Supporting the Ministry of Housing and Spatial Planning	DG2518	B	KaT		M&G
The importance of mobility in border regions	ER2506	C	Research	LL3	WV OVS VRO

#### 4.6 Civil Aviation Directorate and Schiphol Airport Programme

Project	Number	Research line	Type	Long line	Other directorates
Options in international passenger transport	MB2510	A	Research	LL2	OVS WV
Aeolus	B1014	A	KaT		
Knowledge agenda on aviation policy	MB2419	A	KaT		
Calculation rules for carbon emissions in aviation	DG2127	B	KaT		
Aviation innovation strategy roadmaps	DG2416	B	KaT		
Airport policy for regional airports and economic impact	ER2104	C	KaT		
Follow-up to the research agenda guide on aviation-specific SCBAs	ER2221	C	KaT		FEZ
Social importance of general aviation	ER2510	C	Research	LL4	

Project	Number	Research line	Type	Long line	Other directorates
Aviation ticket tax	ER2511	C	KaT		
Evaluation of the effect of regulation of airport charges	ER2512	C	KaT		
Policy framework for aviation network quality	ER2513	C	KaT		
Price elasticities in aviation	ER2514	C	Preliminary study		

#### 4.7 Maritime Affairs Directorate

Project	Number	Research line	Type	Long line	Other directorates
Digitalisation in logistics	MB2511	A	Preliminary study	LL4	
Action agenda for freight transport	MB2321	A	KaT		
Import, export and transit trade statistics	DM1717	A	KaT		
Harmonised and integrated freight transport database	MB2520	A	KaT		
Data on inland shipping fleet	DG2505	B	Preliminary study		
What instruments are available to help make small ships more sustainable?	DG2413	B	Research	LL2	
Data landscape of Dutch maritime shipping fleet	DG2506	B	Preliminary study		
Ammonia transport via maritime and inland shipping and storage in seaports	DG2516	B	KaT	LL2	
Surveying the future of bunkering fuel for ships in the Port of Rotterdam	DG2517	B	KaT		
Modal shift in freight transport: obstacles, long-term instruments and evaluation	ER2318	C	KaT and research project	LL4	
'Nederland Distributieland' revisited?	ER2414	C	Research	LL4	OVS
Inland shipping sector meetings	ER2319	C	KaT		
Hands-on modal shift programme for freight transport	ER2218	C	KaT		
Programmes for freight corridors	ER2317	C	KaT		
Developing a policy framework for pipelines	MM1802	C	KaT		
Maritime monitors	EA1614	C	KaT		
Review of policy document on ports and options for development of Dutch seaports	ER2419	C	KaT and research project	LL4	
Long-term consequences of drought on waterways for	ER2507	C	Research	LL4	

Project	Number	Research line	Type	Long line	Other directorates
the economy and infrastructure policy					
Resilience in freight transport	ER2508	C	Research	LL4	
What is the impact of changing patterns of consumption and production on (the importance of) freight transport?	ER2509	C	Research	LL4	OVS
Basic level of quality for networks	ER2310	C	KaT		OVS

#### 4.8 General Strategic Advice Directorate and Directorate for Financial and Economic Affairs

Project	Number	Research line	Type	Long line	Other directorates
Knowledge inputs for the I&W Behavioural Insights Team (BIT)	DG2319	B	KaT		
Quality assurance and consistency of analytic instruments for SCBAs	E712	C	KaT		
Working group on discount rate and risk premium for transport infrastructure	ER2119	C	KaT		
Improving budget quality and accountability	ER2121	C	KaT		

#### 4.9 Directorate-General for Water and Soil

Project	Number	Research line	Type	Long line	Other directorates
Climate-proof networks	DG2504	B	KaT		MZ

#### 4.10 Directorate-General for the Environment and International Affairs

Project	Number	Research line	Type	Long line	Other directorates
Knowledge input for the Netherlands in UNECE Inland Transport Committee	DG2501	B	KaT		
ITIO model	DG2502	B	KaT		
How is the digital world affecting the world of physical mobility?	DG2503	B	Preliminary study		ISM
Raising broad-based prosperity in mobility policy on the international agenda	ER2516	C	KaT		

#### 4.11 Projects not directly commissioned or projects focused on knowledge development

Project	Number	Research line	Type	Long line	Other directorates
---------	--------	---------------	------	-----------	--------------------

Mobility Report 2025	MB2501	A	Research		
Netherlands Mobility Panel (MPN): data collection, data dissemination and communication	DM1720	A	Research		
Customised research with Netherlands Mobility Panel (MPN)	DM1702	A	Research		
Model development	DM1106	A	KaT		
Knowledge inputs for the Dutch National Travel Survey ODiN by Statistics Netherlands	DM1719	A	KaT		
Contribution to Scenarios of Prosperity and Quality of the Living Environment (WLO)	MB2422	A	KaT		
What will the transition system for sustainable freight transport look like?	DG2512	B	Preliminary study		ISM
Commercial cost figures for transport of goods	ER2515	C	Research		WV MZ OVS
Potential effects of Artificial Intelligence (AI) on the future of mobility	DG2519	B	Preliminary study		



## Publication details

The Netherlands Institute for Transport Policy Analysis (KiM) produces mobility analyses that inform policy and impact society. As an independent institute within the Ministry of Infrastructure and Water Management (I&W), KiM conducts strategic studies and performs policy analyses. The content of KiM's publications does not necessarily reflect the views of the Minister or the State Secretary for Infrastructure and Water Management.

**Publication:**

Publication: January 2025

This is a publication of the Netherlands Institute for Transport Policy Analysis (KiM), Ministry of Infrastructure and Water Management (I&W)

**Design and layout:**

I&W

Netherlands Institute for Transport Policy Analysis (KiM)

Bezuidenhoutseweg 20

2594 AV The Hague

PO Box 20901

2500 EX The Hague

**Telephone** :  
070 456 1965

**Website** :  
[www.kimnet.nl](http://www.kimnet.nl)

**E-mail** :  
[info@kimnet.nl](mailto:info@kimnet.nl)

KiM publications can be downloaded as PDFs from our website [www.kimnet.nl](http://www.kimnet.nl) or requested from KiM (via [info@kimnet.nl](mailto:info@kimnet.nl)). You are of course always welcome to contact one of our staff members.