



2018 Work Programme: list of projects

KiM | Netherlands Institute for Transport Policy Analysis

Directorate General for Mobility and Transport – Directorate for Public Transport and Rail

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| 1 | Estimating the effects of policy measures on public transport reliability |
| 1 | The influence of reliability on the use of rail transport |
| 1 | Research questions for the Future of Public Transport |
| 1 | The influence of VAT increase on the demand for public transport |
| 2 | Bicycle plus train |
| 2 | Increasing the market responsiveness of public transport: regular scheduled services |
| 2 | Increasing the market responsiveness of public transport: transport for specific groups |
| 2 | Basic information for small-scale transport (Forseti) |
| 2 | Support for preliminary study on bicycle parking usage monitor |
| 4 | Dashboard sessions on door-to-door accessibility |
| 4 | Considering the public transport data needs of national government |
| 5 | Financing the public transport system |
| 5 | No-regret measures for rail market organisation |
| 5 | Mid-term review of NS concessions |
| 6 | Assessment framework and questions on cross-border public transport projects |
| 6 | Benchmark for rail charges |
| 6 | Policy audit of Article 16 of the National Budget on public transport and rail |
| 6 | The social costs of unreliable road and rail availability |
| 6 | Supervising the monitoring and evaluation of decentralised railway lines in Limburg |
| 6 | Monitoring framework for ERTMS |

Directorate-General for Mobility and Transport – Directorate for Roads and Traffic Safety

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| 1 | Monitoring the transition to a driverless future |
| 1 | The first and last mile in passenger road transport |
| 1 | Investigation and explanation of recent trends in traffic congestion |
| 1 | Review of the evaluation method for the Amsterdam Traffic Management Trial |
| 1 | Forecasts for the National Cooperative Air Quality Programme (NSL) and cooperative programme on implementing new noise policy (SWUNG) |
| 2 | Developments in carsharing |
| 3 | Price incentives for sustainable mobility |
| 3 | Risk factors and traffic safety |
| 3 | Methodological support for air quality |

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| 6 | Updating valuation ratios for SCBA |
| 6 | Impact of road pricing on freight transport |
| 6 | The social costs of unreliable road and rail availability |
| 6 | Second opinion on performance indicators for management and maintenance |

Directorate-General for Mobility and Transport – Strategy Unit

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| 1 | Mobility Report 2018 |
| 1 | The role of parking in the mobility system |
| 1 | Policy interventions and indicators for urban accessibility |
| 1 | A single integrated mobility system: definition and features |
| 1 | Contribution to the Infrastructure and Spatial Planning Monitor |
| 1 | Knowledge input to the preparation of the National Environmental Strategy |
| 1 | Participation in Logisteam |
| 2 | Mobility in Dutch urban areas |
| 2 | Influence of future labour participation on mobility |
| 2 | Senior citizens and mobility |
| 2 | Influence of weather on mobility |
| 2 | Importance of health in mode shift to active modes |
| 2 | Immobility and the mobility system |
| 2 | Mobility poverty: who, what, when, where and how? |
| 2 | Mobility of the Dutch abroad |
| 2 | Are young adults still less mobile by car? |
| 2 | Housing preferences in relation to mobility |
| 4 | Knowledge input to the Statistics Netherlands mobility study ODIN |
| 4 | Netherlands Mobility Panel (MPN): Activities for data collection, dissemination and communication |
| 5 | New times, new policy instruments? |
| 5 | The economic dimension of smart (innovative) mobility |
| 5 | The economic importance of existing infrastructure |
| 5 | Preparatory study on the economic effects of critical infrastructure |
| 5 | Transformation of the Infrastructure Fund into the Mobility Fund |
| 6 | Preparatory study on updating the valuation of travel time and reliability |
| 6 | Objectives and indicators for determining mobility challenges and needs |
| 6 | Overview of cost calculations for freight transport |
| 6 | Economic reasoning for expenditure plans |
| 7 | Support to the Integration and Governance Models project |
| 7 | The social costs and benefits of mobility |

**Directorate-General for Civil Aviation and Maritime Affairs
– Civil Aviation Department**

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| 1 | Propensity to fly among the Dutch |
| 1 | Spatial policy around airports |
| 1 | By rail instead of by air |
| 1 | Knowledge input for the Air Transport Policy 2020-2040 |
| 4 | Factsheet on aviation data |
| 5 | Economic importance of air freight |
| 6 | Civil aviation monitoring |
| 6 | Selectivity policy for Schiphol |
| 6 | Impacts of the aviation tax |
| 7 | Support to the Aeolus model |

**Directorate-General for Civil Aviation and Maritime Affairs
– Directorate for Maritime Affairs**

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| 1 | Effects of the North Pole route and the New Silk Road on the strategic position of seaports, maritime shipping and inland connections |
| 1 | Potential of modal shift from road to inland shipping |
| 1 | Feedback group on the vision for freight transport |
| 3 | Inventory of sustainability initiatives in the maritime shipping sector |
| 3 | Consequences of the Paris climate agreement and energy transition for the Dutch ports |
| 4 | Import, export and transit statistics |
| 5 | Economic consequences of Brexit for the Dutch maritime sector |
| 5 | The future for small dry-cargo vessels – a knowledge inventory |
| 5 | Future demand for pipeline technology |
| 5 | Strategic study on the maritime cluster |
| 6 | Quality improvement of maritime monitoring and evaluation |
| 6 | Ex post analysis of quick wins for inland harbours |
| 6 | Supervision of SCBA of Energy Port Amsterdam |

Programmes

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| 1 | Accessibility of Amsterdam Metropolitan Area – accessible urban development |
| 2 | Cycling – Stimulating and facilitating bicycle use |
| 5 | Freight corridors – Focusing on hubs and nodes |
| 1 | Future of freight transport – Core freight network |
| 1 | Future of freight transport – Potential of modal shift from road to inland shipping |
| 1 | Innovation – Monitoring the transition to a driverless future |
| 1 | Innovation – The social importance of smart shipping and smart rail |
| 2 | Innovation – Mobility as a Service: the user perspective |
| 1 | Innovation – Mobility as a Service: mobility system and providers |
| 1 | Innovation – Mobility as a Service: pilot projects |
| 5 | Innovation – Mobility as a Service: the ministry's role in innovation |

Directorate-General for the Environment and International Affairs

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| 1 | KiM's contribution to policy team Horizon 2020 |
| 3 | Sustainable mobility choices |
| 3 | Stimulating the use of electric delivery vans |
| 3 | Emissions from mopeds |
| 3 | Knowledge input for air quality policy |

Directorate for Spatial Development (BZK)

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| 2 | Population decline and mobility with a focus on the Northern Netherlands and Zeeland |
| 3 | Mobility effects of urban extensions versus building within the urban envelope |

Finance, Management and Control

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| 5 | Knowledge input for general economic advice |
| 5 | Improving the quality of budgeting and responsibility reporting |
| 6 | Various generic questions on SCBA methodology |
| 6 | Communication on SCBA and Secretariat of the inter-departmental SCBA core team |
| 6 | Supervising and giving second opinions on SCBAs of specific projects |
| 6 | What form of assessment? |
| 6 | Reasoning for expenditure plans |

Behavioural Insight Team

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| 2 | Participation in the Behavioural Insight Team |
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Internal projects

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| 4 | KiM-wide implementation of General Data Protection Regulation (GDPR) |
| 4 | Study design for continuation of Netherlands Mobility Panel |
| 4 | Improving data quality for mobility research: Development of techniques |
| 4 | Supervision of and participation in additional MPN data collection |
| 4 | Updating statistics on the use of delivery vans |
| 4 | Organisation of freight data |
| 7 | Analyses of accessibility by public transport |
| 7 | Analyses of accessibility by car |
| 7 | Methodological development on accessibility by car |
| 7 | Analysis of trends in freight transport |
| 7 | Instruments for making forecasts for various transport modes |
| 7 | Management, maintenance and positioning of KiM modelling tools |

Core themes:

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| 1 | Mobility, accessibility and spatial planning |
| 2 | Mobility of groups |
| 3 | Sustainable mobility, safety and transition |
| 4 | Data |
| 5 | Socio-economic importance, the role of government and market organisation |
| 6 | Policy evaluations and assessment frameworks |
| 7 | Explanatory and forecasting models |

Project Type:

Research project
Knowledge at the Table