



Ministry of Infrastructure and  
Water Management

# KiM programme 2026

Netherlands Institute for Transport Policy Analysis | KiM



# Introduction

The primary task of the Netherlands Institute for Transport Policy Analysis (KiM) is to supply knowledge to the Dutch Ministry of Infrastructure and Water Management (I&W) so that the ministry is able to base its policy development on a solid foundation of knowledge. 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 2026. KiM's Director, Serge van Dam, has formally approved the programme

## Reading guide

### What is KiM and how does it operate? > [Chapter 1](#)

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? > [Chapter 2](#)

The projects 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

ISM and MenG	<a href="#">Innovation and Strategy for Mobility Directorate</a> <a href="#">Mobility and Regions Directorate</a>
DuMo	<a href="#">Sustainable Mobility Directorate</a>
OVS	<a href="#">Public Transport and Railway Directorate</a>
WV	<a href="#">Roads, Vehicles and Traffic Safety Directorate and Heavy Goods Vehicle Charge and Temporary Tolls Programme Directorate</a>
LSW, OLL and POLS	<a href="#">Directorate Aviation Strategy and Resilience, Directorate Unmanned Aviation, Airspace and Airports and Programme Directorate Environment Schiphol Airport</a>
MZ	<a href="#">Directorate for Maritime Affairs</a>
ASA and FEZ	<a href="#">General Strategic Advice Directorate and Directorate for Financial and Economic Affairs</a>
DGWB	<a href="#">Directorate-General for Water and Soil</a>
DGMI	<a href="#">Directorate-General for the Environment and International Affairs</a>

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# Foreword

At I&W we are faced with major challenges in respect of the mobility of people and goods. Reliable and affordable mobility are no longer a given. Despite the continuing growth of mobility, we must successfully overcome the massive maintenance task facing us; at the same time we must find solutions for the expected growth. The challenge is to achieve this with limited space, staff, and funding. At the same time, we must account for strategic autonomy and (digital) resilience.

In order to ensure that the Netherlands remains accessible and liveable in the long term, we need knowledge to tackle these closely related challenges. At the same time, it is important that we can base our work on facts and that we understand the actual situation. KiM has delivered the necessary insights that have enabled us to determine policy and inform social debate since 2006 and is therefore celebrating its 20th anniversary.

While KiM built its initial reputation as a research institute by conducting theoretical research, its skills base has now been expanded to include knowledge-at-the-table. This KiM product, which allows knowledge to be integrated directly into ongoing policy processes, is much in demand within policy departments.

“It is important that we can base our work on facts and that we understand how things really work”

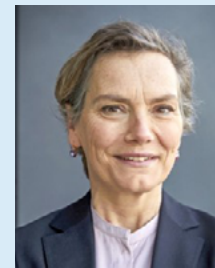
Over the years, KiM has added and further developed their own set of instruments, including the Netherlands Mobility Panel (MPN). Over time, KiM has expanded its substantive scope by also including sustainability and accessibility as starting points for supporting further policy development.

For years, KiM researchers have kept us on our toes by interpreting developments and clarifying and identifying the impact of policy measures. KiM is a stable source of knowledge in our changing world. The strength of KiM lies in the fact that its researchers can base their activities on their own research and reflect on research conducted by others, with a critical eye. The core values of academic independence, critical reflection and proximity are still reflected, to this day.

Once again in the programme for 2026, KiM will continue to develop its ongoing research lines from the past few years. Its knowledge will contribute to the planned transitions in the field of mobility. As such, the knowledge developed by KiM is not only important to us, but to the whole of the Netherlands. We are happy to continue our excellent cooperation with our colleagues at KiM!



*Kees van der Burg*  
(dg DGMo)



*Petra Lugtenburg*  
(dg DGLM)

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

## 1.1 Purpose of KiM

KiM supplies knowledge for mobility policy based on scientific research. KiM adopts a critical approach, and is a trusted colleague in policy development. 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 [www.kimnet.nl](http://www.kimnet.nl).

## 1.2 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 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.

## 1.3 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. In principle, 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 publications can be found at <https://english.kimnet.nl/documents>.



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 knowledge 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 by KiM, and only a preliminary study, KiM will share the results with policy and a publication will follow in exceptional cases only. 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* (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 leads to publication of a short paper. 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 the programming of mobility-related knowledge development 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. These activities are not

included in the KiM programme. However, 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

Basically, all research projects lead to open-access publications. Publication takes place within 28 days of the study's conclusion. 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.

## 1.4 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 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 such as the IPO, regional area programme managers and various networks of municipalities, such as the G4, representing the four largest municipalities in the Netherlands.

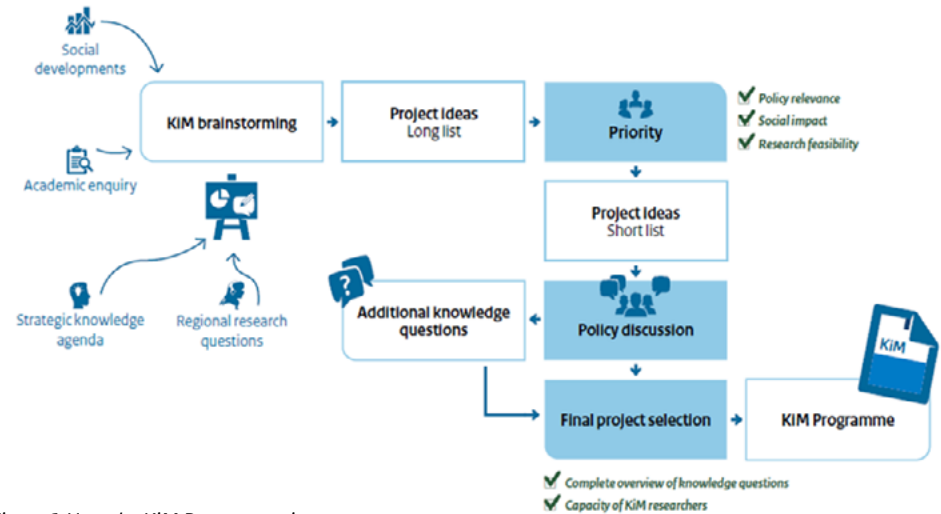


Figure 1 How the KiM Programme is set.

After collation and after priorities have been established, KiM discusses these research ideas with policymakers to gauge interest and to identify which 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 (while staffing levels remain fairly constant). Figure 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.

## 1.5 How KiM is organised

### The 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 their own research line. The research line managers also function as supervisors 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 enables KiM to ensure coherence between the projects and consistency over the years. The long lines described separately in previous programmes are now integrated in the research lines. The research lines are described in section 1.6.

### 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;
- reight transport;
- roads;
- aviation;
- data & modelling;
- space

### Projects

KiM works on the research lines in project teams made up of researchers. The projects (studies, preliminary studies and KaT) are listed in section 2 of this programme. The programme not only comprises new [projects](#), but also projects that were started in 2025 (or earlier) but have not yet been completed. Because of the readjustment of priorities in the course of the year mentioned in section 1.4, KiM may opt not to carry out some of the projects in this programme. There will also be projects starting in 2026 that will be completed in 2027, as occurs every year.

## 1.6 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. Further details 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 an on accessibility, today the central policy focus at I&W. This is because mobility is not an end in itself, but a means of accessing jobs or amenities, for example. 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. For KiM the challenge lies in further elaborating the concept of accessibility for practical application in policy processes. This includes how accessibility can be measured, what developments are taking place in the field of accessibility and how the effects of policy instruments on accessibility can be measured.

KiM analyses the interaction between modes of transport, also taking account of developments in society and innovations. Society is changing and so are its needs and preferences when it comes to mobility and accessibility. 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). 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 the world in which citizens and businesses live and operate are the central focus for KiM in making the term accessibility more manageable.



Photo: Stefan Bakker

This research line also includes the gathering of data and the use of models necessary for research into mobility and accessibility. 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 also investigates the mobility of specific groups. Mobility behaviour is different for different groups in society. One example is the difference between old people 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**

For a society to be sustainable, its people, the economy and the natural environment need to be healthy. On the one hand, mobility has an impact on major current developments in society, while for their part, the developments have an impact on mobility for example in respect of:

- Climate change: on the one hand, mobility must become climate neutral while on the other global warming means that we must prepare our infrastructure for extreme weather conditions.
- The energy transition: is necessary on the one hand to make mobility climate neutral, while on the other, the energy in question must be transported in the form of biofuels, hydrogen, etc.
- Nitrogen deposition: on the one hand, it restricts the possibilities of building infrastructure while on the other, mobility itself is responsible for part of the nitrogen deposited.

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. Sustainability is an issue facing the entire country and every sector of the economy. From its focus on mobility, KiM considers this topic both from the point of view of the consequences of mobility for the climate and the transition towards climate-neutral energy carriers in mobility. 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 mobility and 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. This transition also contributes to other goals such as geopolitical independence.



Photo: Stefan Bakker

In addition to sustainability, this research line also focuses on the interaction between spatial functions and mobility. In the Netherlands, increased prosperity and limited space are placing sustainability under significant pressure. The task of building homes is one of the greatest challenges in spatial policy. Homes need to offer convenient access. But what does the construction of these homes mean for commuter travel? Making more sustainable choices in terms of modes of transport plays an important role. KiM supports policy by providing knowledge in this area. I&W contributes to the National Spatial Policy Document and the implementation agenda, because spatial planning so heavily influences mobility and vice versa. In 2026, KiM will for example be delivering existing knowledge in elaborating the five development strategies for housing, working and accessibility (Strengthening, Initiating, Encouraging, Transforming, Accommodating) for various areas and the relationship between spatial planning and freight transport.

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

For this research line, KiM analyses the effectiveness and efficiency of policy measures for all modes of transport – for the transport of both passengers and goods. Questions about the role of government (legitimacy) also come within the purview of this research line. Increasingly, this concerns the fairness of policy. KiM also develops policy indicators, in particular with regard to emerging policy issues, such as robustness. I&W's policy objectives and the degree to which these are achieved can be monitored by means of such indicators. We also examine the role of (central) government 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.



Photo: Floor Verheij

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.

Within research line C, the issue of economic development as an essential precondition for broad prosperity occupies a special place. The economy encompasses production, trade and services. Mobility and logistics play an important role in all of these and is itself a significant economic sector in the Netherlands.

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. Security of supply of affordable goods 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, changing choices in production and consumption and the reshoring of industry against a backdrop of increasing climate volatility and the pressures this is placing on the availability of infrastructure capacity.

## 1.7 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. That is why quality assurance is so firmly embedded throughout the process: in a project plan, during implementation and also in the clear communication of insights and conclusions.

All parties involved in implementing 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 only). 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](#)), 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](#):

<i>Name</i>	<i>Field</i>	<i>University</i>
Professor Luca Bertolini	Urban Planning	University van Amsterdam
Professor Heleen de Coninck	Innovation and Sustainability Studies	Eindhoven University of Technology/Radboud University, 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 University Nijmegen
Professor Tim Schwanen	Transport and Social Geography	University of Oxford
Professor Erik Verhoef	Regional, Urban and Environmental Economics	VU Amsterdam
Emeritus Professor Bert van Wee	Transport Policy	TU Delft
Prof. Thierry Vanellander	Transport Economics	University Antwerpen
Prof. Oded Cats	Passenger Transport Systems	TU Delft

## 1.8 Organisation development

As an independent institute, KiM takes responsibility for the development of its own organisation. All the points for improvement identified in the 2023 review process have now been implemented. In line with a roadmap, over the next few years we will continue to work, among others, on the impact of publications for policy and society, and the international outlook of KiM. All employees will be involved in this process.

## 1.9 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 in the sense that 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. Total independence of that kind would lower the practical value of findings and prevent research results from impacting 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 Government Gazette. The protocol safeguards KiM's function in producing and publishing independent scientific research. One of the prime objectives of the protocol is preventing 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 of KiM.

## 1.10 Cooperation

### 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).

Last year, KiM became a member of the European Council of Transport Research Institutes (ECTRI), to ensure closer ties with developments within 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 attends 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.



## 2. 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 1.5).

### 2.1 Innovation and Strategy for Mobility Directorate and Mobility and Regions Directorate

Project	Number	RL	Type	Other directorates
Further development accessibility	MB2603	A	Research	WV / OVS
Affordability of mobility	MB2602	A	Research	OVS / WV
Mobility of young people	MB2604	A	Research	OVS / WV
The role of accessibility in the choice of establishment location by businesses	MB2605	A	Research	LV
Travel behaviour of students and schoolchildren	MB2508	A	Research	
Mobility Vision	MB2220	A	KaT	
Integrated Mobility Analysis	MB2322	A	KaT	
Peak spreading and avoidance	MB2410	A	KaT	
Mobility hubs	MB2415	A	KaT	
International passenger transport	MB2210	A	KaT	OVS / LV
Mobility and accessibility poverty	MB2107	A	KaT	OVS / WV
Shared Mobility	MB2509	A	KaT	
Low-traffic cities: growth in car ownership and latent demand	DG2601	B	Research	

Project	Number	RL	Type	Other directorates
Sustainable accessibility at business parks	DG2514	B	Research	DuMo
Systematic evaluation of carbon dioxide measures at municipal level	DG2607	B	KaT	DuMo
Update of TIGRIS XL	DG2610	B	KaT	
I&W input for Spatial Policy Document ( <i>Nota Ruimte</i> )	DG2515	B	KaT	
The house-building challenge	DG2513	B	KaT	
The relationship between choices in home enjoyment and commute	ER2601	C	Research	WV
Roles of government in mobility policy	ER2602	C	Research	ASA
Estimation method for future values of travel-time rating for forecast years	ER2404	C	Research	OVS / WV / MZ
Evaluation of the MIRT process	ER2603	C	KaT	
Broad-based economic prosperity and mobility follow-up study	ER2201	C	KaT	
Funding issues	ER2302	C	KaT	
The importance of mobility in border regions	ER2506	C	Preliminary study	OVS / WV

## 2.2 Sustainable Mobility and Transport Programme

Project	Number	RL	Type	Other directorates
Making travel behaviour sustainable	MB2305	A	KaT	
Children's use of e-bikes	MB2502	A	Preliminary study	
Transport chains and the pedestrian's role in it	MB2505	A	Preliminary study	OVS
Affordability of mobility	MB2602	A	Research	ISM and M&G / OVS / WVV
The potential of the e-bike	MB2609	A	Research	
Bicycle facts	MB2610	A	Research	
The influence of (the perception of) social safety on mobility and accessibility	MB2607	A	Research + KaT	OVS
Effects of cycling on human health	DG2107	A	KaT	
Knowledge inputs for active modes of transport	MG1603	A	KaT	
Bicycle implementation agenda evaluation	MB2614	A	KaT	
Systematic evaluation of decarbonisation measures at municipal level	DG2607	B	KaT	ISM and M&G
Sustainable freight transport and hubs	DG2507	B	Research	
External costs of electric vehicle production	DG2604	B	KaT	

Project	Number	RL	Type	Other directorates
Impact of extending fuel transition obligations through to 2040	DG2523	B	KaT	
Electric vehicles: Are we ready for them?	DG2602	B	Research	ISM and M&G
Decarbonisation measures for mobility in European countries: lessons for the Netherlands	DG2603	B	Research	
National Energy System Plan (NPE) follow-up	DG2221	B	KaT	
Forming a vision on climate goals for sustainable mobility	DG2510	B	KaT	
How to tackle niche vehicles in the carbon challenge?	DG2511	B	KaT	
Reforming vehicle taxation	ER2505	C	KaT	
Vehicle taxation phase 2: investigating the effects of measures on car taxes	ER2521	C	Research	

## 2.3 Public Transport and Railway Directorate

Project	Number	RL	Type	Other directorates
Affordability of mobility	MB2602	A	Research	ISM and M&G / DuMo / WVV
The influence of (the perception of) social safety on mobility and accessibility	MB2607	A	Research + KaT	DuMo
International passenger transport	MB2210	A	KaT	ISM and M&G / LV
Reassessing the student travel product	MB2608	A	KaT	
Influence of transfers on passenger demand	MB2513	A	Research	
The public transport system in rural areas	MB2606	A	Research	
Car costs vs public transport costs	MB2214	A	KaT	
Developing a broad public transport monitor	MB2409	A	KaT	
Public transport and rail innovation agenda	MB2413	A	KaT	
National public transport discount product	MB2515	A	KaT	
SCBA Eindhoven Railway hub	ER2519	C	KaT	
SCBA Den Bosch station	ER2604	C	KaT	

Project	Number	RL	Type	Other directorates
Price elasticities in aviation and freight transport	ER2514	C	Preliminary study	LV / MZ
Implementation Agenda for the Future Vision on Rail freight transport ( <i>Toekomstvisie Spoorgoederenvervoer</i> )	ER2307	C	KaT	
Social effects of station development	ER2502	C	Research	
Lessons from market mechanisms in other network sectors	ER2605	C	Research	
Long-term vision of market organisation for the main rail network	ER2229	C	KaT	
Financial incentives Betuwe Route	ER2606	C	KaT	

## 2.4 Roads, Vehicles and Traffic Safety Directorate and Heavy Goods Vehicle Charge and Temporary Tolls Programme Directorate

Project	Number	RL	Type	Other directorates
The overall effects on societal goals of multimodal measures in a region	MB2613	A	KaT	ISM and M&G
Affordability of mobility	MB2602	A	Research	ISM and M&G / DuMo / OVS
Effects of measures on traffic flow and sustainability of travel behaviour	MB2522	A	Research	ISM and M&G
The future prospects for car mobility	MB2015	A	KaT	
Atlas for the car follow-up	MB2518	A	Preliminary study	
Developments in automated transport and effects on policy targets	MB2517	A	Research + KaT	
Business lease cars and effectiveness of government policy	MB2611	A	Research	
Modal shift to road transport	MB2612	A	Research	OVS
Monitor on smart mobility	MB2115	A	KaT	
The development of the ITS pioneer approach	MB2615	A	KaT	
Resilience of road networks	ER2607	C	KaT	

Project	Number	RL	Type	Other directorates
Priorities in infrastructure maintenance	ER2608	C	Preliminary study	MZ
Evaluation of tachograph exemption for commercial electric vehicles	ER2504	C	KaT	
Evaluation of the Heavy Goods Vehicle Charge and Temporary Tolls Programme	ER2311	C	KaT	
Vehicle taxation phase 2: investigating the effects of measures on car taxes	ER2521	C	Research	DuMo

## 2.5 Directorate Aviation Strategy and Resilience, Directorate Unmanned Aviation, Airspace and Airports and Programme Directorate Environment Schiphol Airport

Project	Number	RL	Type	Other directorates
The citizens' perspective on aviation in the Netherlands	MB2616	A	Research	
The development in flight distances	MB2617	A	Research	
Aeolus	B1014	A	KaT	
Knowledge agenda on aviation policy	MB2419	A	KaT	
International passenger transport	MB2210	A	KaT	ISM and M&G / OVS
Aviation innovation strategy roadmaps	DG2416	B	KaT	
Aviation resilience	ER2609	C	KaT	
Airport policy for regional airports and economic impact	ER2104	C	KaT	
Price elasticities in aviation and freight transport	ER2514	C	Preliminary study	OVS / MZ
Follow-up to the research agenda guide on aviation-specific SCBAs	ER2221	C	KaT	

## 2.6 Maritime Affairs Directorate

Project	Number	RL	Type	Other directoratess
Import, export and transit trade statistics	DM1717	A	KaT	ISM and M&G / OVS / WVV
Policy agenda for freight transport	MB2321	A	KaT	
Harmonised and integrated freight transport database	MB2520	A	KaT	
Knowledge Agenda for Sustainable Shipping	DG2608	B	KaT	
Monitoring the Fuel transition Roadmap	DG2606	B	KaT	DuMo
The Dutch fleet: sustainability characteristics and employment	DG2611 / ER2614	B/C	Research	
Renovation of the lock complex in IJmuiden	ER2612	C	KaT	
Effects of departing from the country of residence principle	ER2611	C	KaT	
Maritime resilience	ER2610	C	KaT	
Vision on waterways	ER2613	C	KaT	
The consequences of low water on chains dependent on inland shipping	ER2507	C	Research	
Resilience in the freight transport system	ER2508	C	Research	

Project	Number	RL	Type	Other directoratess
What is the impact of changing patterns of consumption and production on (the importance of) freight transport?	ER2509	C	Research	
Review of policy document on ports and options for development of Dutch seaports	ER2419	C	KaT	
Hands-on modal shift programme freight transport	ER2218	C	KaT	
Programmes for freight corridors	ER2317	C	KaT	OVS / WVV
Price elasticities in aviation and freight transport	ER2514	C	Preliminary study	OVS / LV

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

Project	Number	RL	Type	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	OVS / WVW / LV / MZ
Improving budget quality and accountability	ER2121	C	KaT	OVS / WVW / LV / MZ

## 2.8 Directorate-General for Water and Soil

Project	Number	RL	Type	Other directorates
Climate-proof networks	DG2609	B	KaT	WVW

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

Project	Number	RL	Type	Other directorates
Knowledge input for the Netherlands in UNECE Inland Transport Committee	DG2501	B	KaT	

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

Project	Number	RL	Type	Other directorates
Key figures 2026	MB2601	A	Research	
Customised research with Netherlands Mobility Panel (MPN)	DM1702	A	Research	ISM and M&G
Netherlands Mobility Panel (MPN): data collection, data dissemination and communication	DM1720	A	Research	ISM and M&G
Model development	DM1106	A	KaT	ISM and M&G / MZ
Knowledge inputs for the Dutch National Travel Survey ODIN by Statistics Netherlands (CBS)	DM1719	A	KaT	
Potential effects of Artificial Intelligence (AI) on the future of mobility	DG2519	B	Preliminary study	ISM and M&G
Commercial cost figures for freight transport	ER2515	C	Research	OVS / WVW / MZ

# Publication details

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