Top Sector Logistics[1] 2025–2029 – Call for Proposals

Call 2 – 2026: Part B: Mobile Equipment and Construction Logistics

Introduction

TKI Dinalog is the leading independent institute for logistics knowledge development in the Netherlands. As the Top Consortium for Knowledge and Innovation for the Top Sector Logistics, TKI Dinalog guides and stimulates joint knowledge development for the logistics of the future in the Netherlands.

Top Sector Logistics

The Top Sector Logistics is one of the 10 top sectors in the Netherlands. Together with companies, governments and knowledge institutions, the Top Sector Logistics is working towards its ambition for 2050: competitive and emission-free logistics in the Netherlands. To ensure that logistics continues to add value to the economy and society in the long term, the Top Sector Logistics is focusing on a sustainable, resilient and robust logistics system in its 2024-2027 implementation programme. We use our knowledge and innovation power to help companies and governments not only keep up with developments, but also to innovate successfully, redesign chains, offer new services and thus make an important contribution to solving the social challenges of improving quality of life.

The Top Sector Logistics has translated its ambition into three main objectives for 2030:

1. Sustainable: The Top Sector Logistics focuses on increasing chain efficiency while reducing CO_2, particulate matter and NO_x emissions, thereby contributing to social challenges and securing the Dutch earning capacity of the future.
2. Resilient: A resilient supply chain is defined by its adaptability, recovery capacity and infrastructure robustness. The Top Sector Logistics focuses on increasing the adaptability and recovery capacity of logistics in the Netherlands.
3. Future-proof: The Netherlands is reaching its limits. For example, in terms of physical space, environmental space and staff shortages. The Top Sector Logistics focuses on using existing knowledge and resources to optimise the multimodal freight transport system and to use the space for growth in a targeted manner for the energy transition and circularity.

Knowledge, Scaling-up and Practical Experience Programme Mobile Equipment and Construction Logistics

The Top Sector Logistics is developing the Mobile Equipment and Construction Logistics sub-programme within the Knowledge, Scaling-up and Practical Experience Programme (KOP) Clean and Emission-free Construction programme. The KOP Clean and Emission-free Construction programme is part of the overarching Clean and Emission-free Construction (SEB) programme. The Ministry of Infrastructure and Water Management is making €3,780,000 available for research that contributes to emission reduction through construction concepts, emission reduction in construction logistics chains,

[1] Although the top sector policy has been discontinued, we are currently still using Top Sector Logistics for this call and the ongoing Implementation Programme, which is funded by the Ministry of Infrastructure and Water Management's Temporary Subsidy Scheme for the Top Sector Logistics 2025-2029.

the use of emission-free mobile equipment and the development of digitisation and chain management activities in line with the objectives of the Clean and Emission-Free Construction programme.

The KOP programme within SEB focuses on reducing emissions from construction equipment (mobile machines, vehicles and vessels) and construction logistics through process measures and achieving both social and economic impact. It covers both the residential and non-residential construction sector and the civil engineering sector within the construction industry and focuses on the following three main themes:

1. Setting up and scaling up efficient construction logistics through the use of clean and sustainable mobile equipment and construction logistics, the smart organisation of the construction logistics chain and emission-free logistics on construction sites;
2. Applying and scaling up sustainable building materials and prefab construction concepts. Based on the idea that assembling building components (prefab) that can be prefabricated in advance leads to lower emissions at the construction site itself and fewer transport movements to and from the construction site;
3. Developing, applying and scaling up a digital built environment system, improving data availability and further digitising the construction chain to facilitate the transition to clean and emission-free construction.

The SEB programme's goal is to achieve a 60% reduction in NO_x emissions, a 75% reduction in health damage caused by particulate matter emissions, among other things, and a 0.4 Mton reduction in CO_2 emissions in the construction sector by 2030. In line with the objectives and target values set out in the Clean and Emission-Free Construction (SEB) roadmap, the following three objectives have been added to those of the Top Sector Logistics within the framework of the KOP programme Mobile Equipment and Construction Logistics:

- *Contribute to* the SEB target of a 60% reduction in nitrogen (NO_x) emissions in the construction sector by 2030 compared to 2018;
- *Contribute to* the SEB target of a 0.4 Mton reduction in CO_2 emissions in the construction sector by 2030 compared to 2019;
- *Contribute to* the SEB target of a 75% reduction in health damage in 2030 compared to 2016.

For further information about the Knowledge, Scaling and Practical Experience Programme for Mobile Equipment and Construction Logistics within the Top Sector Logistics, please refer to this webpage.

Call for Proposals: Mobile Equipment and Construction Logistics

In this document, we call on consortia consisting of knowledge institutions and companies to submit proposals for research projects on the requested topics as described below. The aim is for these research projects to contribute to the objectives and priorities set by the Mobile Equipment and Construction Logistics Steering Group, with the greatest possible impact on reducing nitrogen in the construction logistics chain, for new built construction, renovation and maintenance.

The requested topics are also in line with the main objectives of the Top Sector Logistics. For a detailed description, see: Implementation Programme 2024-2027 - Top Sector Logistics. In addition, it is recommended that research projects be aligned with the missions for the government's top sector and innovation policy (see, for example, Missions for the Future | Top Sectors), the Sustainable Development Goals (see, for example, https://www.sdgnederland.nl/) and the National Knowledge Agenda for Logistics (National Knowledge Agenda for Logistics 2024–2027 - TKI Dinalog). This allows knowledge institutions to demonstrate their participation in and social contribution to the research.

To ensure that activities and knowledge are effectively applied in practice, consortia are encouraged to set up research projects as Living Labs, linking research directly to existing construction projects. By making the results more widely applicable, the Top Sector Logistics aims to structurally strengthen the ecosystem for knowledge development and research for the construction logistics sector towards 2030 and beyond. This is the second call within this programme and consortia are invited to take note of the content of the projects awarded in the first call, see this announcement for more information.

Requested Topics

The research question in this call (Call 2 – 2026) focuses specifically on funding research on the topics listed below. A research project may focus on one or more of these topics. These are outlined below.

1. Research into the Role of Digitisation in Making Construction Logistics More Sustainable

The Netherlands is facing an enormous construction challenge. Digitisation has become a necessity to successfully tackle the challenges of more efficient, effective and sustainable construction. By applying new digital technologies, construction projects can be designed, planned, executed, managed and maintained in a smarter, faster and more sustainable way. The use of data and digital tools such as BIM and Digital Twins is increasing rapidly and making it increasingly possible to create highly detailed and accurate models of building objects. This data and these models are used for production planning, for example, but the systematic use and exchange of this data for logistical planning, management of logistical processes and deployment of equipment still lags. In addition, there is also an increasing need for data and digital applications relating to the renovation, demolition and dismantling of existing construction and infrastructure objects to gain a better understanding of the materials released for circular construction. The development and application of digital product passports for existing and new materials, among other things, play an important role in this. This raises new questions about, for example, the collection, exchange and management of data in the transition to circular construction chains and the digital infrastructure needed to track material flows and organise and manage the construction logistics chain.

This calls for research into making construction logistics more sustainable and the role of digitisation and the application of digital product passports in a broad sense in construction. To that end it is important to keep up with the latest developments and innovations in digitisation and the application of the Digital System for the Built Environment (DSGO).

2. Research into Logistical Patterns in Industrial Construction

By 2030, 50% of all new homes in the Netherlands must be built industrially or in factories. In 2023, that percentage was still around 20%. Robotisation, industrialisation and standardisation enable cheaper, faster and more sustainable homes to be built: from industrial production to the delivery of building elements and assembly on the construction site. In addition, industrial or factory-built housing can also make an important contribution to saving energy in the production phase, reducing emissions, but also to efficiency improvements on the construction site itself. At present, there are several relatively small-scale initiatives in factory-based construction, and there are demonstrable advantages over traditional construction, but further upscaling has not yet taken place. Various obstacles play a role here, including the lack of standardisation of building requirements, but also the relatively small scale of housing projects. The wide variety of construction concepts and approaches translates into a variety of transport patterns and logistical solutions that differ in terms of the design of the construction logistics chain, the organisation of logistics on the construction site itself and the use of mobile equipment.

This requires further research. There is a need to gain a better understanding of the taxonomy of logistics patterns in relation to further standardisation and upscaling of industrial or factory-based housing construction, and the extent to which, for example, adjustments to processes, patterns or technology have an impact on the (spatial) design and organisation of the construction logistics chain. It is important here to also establish the relationship with developments and innovations in, for example, the Prefab sub-programme within the Clean and Emission-Free Construction programme. Specific attention is paid here to logistical solutions and the associated reduction in emissions.

3. Research into Robust Logistics Systems for Circular Construction Logistics

The construction sector in the Netherlands must be halfway to becoming fully circular by 2030 and completely circular by 2050. Essentially, this means a complete transition from linear use to 100% circular use of materials such as concrete, steel, asphalt, but also wood, for example, through maximum recovery and reuse of materials and raw materials. However, the transition from linear to circular construction chains is not easy and is progressing slowly, with various ongoing circular market initiatives under pressure or even facing bankruptcy. At the same time, there is a growing call to accelerate circular initiatives in the various construction domains (residential, non-residential and infrastructure) and to scale them up further by increasing volume. A major challenge lies in gaining a complete understanding of circular value chains. In addition, the transition to circular chains not only requires different, smart ways of logistics, but is also a question of scale and space, given the size of circular material flows.

There is a need to gain a better understanding from a broader, systemic perspective, of the possibilities for creating volume and scale increases for the recovery, collection and recycling of circular building materials and the necessary adjustments to the organisation and design of the logistics system and facilitating infrastructure. Research should focus on this. Important questions that can be included in this regard concern the development of new business models, new forms of supply chain cooperation (public-private, public-public) and coordinating functions that are necessary for a robust and scalable circular construction logistics system.

Available Budget

A total of €1,880,000 is available for the launch of collaborative projects under this call (Call 2 – 2026). Collaborative projects are research projects carried out by a partnership of knowledge institutions and companies. The minimum size of a consortium is one knowledge institution and two companies. These can be two private companies or at least one private company and one public institution. Consortia in which multiple knowledge disciplines and/or universities and practice-oriented researchers (universities of applied sciences and/or TO2 institutions) collaborate are strongly encouraged. Both the construction and logistics sectors are characterised by a large proportion of SMEs. It is therefore recommended that SMEs be given a role in projects.

Within the TKI Dinalog and specifically for this call, the following guidelines have been chosen for the design of research projects:

- Industrial (R&D) research: up to 50% of eligible costs, with a maximum of € 650,000 (the corresponding total co-financing is then at least € 650,000 and the eligible project costs are then at least €1,300,000 for a maximum period of three years);
- Experimental development: up to 25% of eligible costs, with a maximum of € 650,000 (the corresponding total co-financing is then at least €1,950,000 and the eligible project costs are then at least €2,600,000 for a maximum period of three years).

The research projects must contribute to the main objectives of the Top Sector Logistics and to the emission reduction targets set by SEB. Specifically for this call, the expected potential contributions to the reduction of NO_x, CO_2 and particulate matter emissions must be convincingly substantiated and quantified in the proposals.

Consortia have the opportunity to submit a draft budget and receive feedback on it **until Tuesday, 26 May 2026**, in order to speed up the process after final submission. The financial structure of the projects is subject to the conditions of the Temporary Subsidy Scheme for Research in the Top Sector Logistics 2025–2029 of the Ministry of Infrastructure and Water Management.

Submission Deadline

Project proposals may be submitted fr**om Monday, 2 February 2026, 9:00 a.m. to Friday, 26 June 2026, 5:00 p.m.**, in accordance with the conditions and guidelines of the subsidy scheme. Proposals will only be included in the assessment process after this deadline has passed.

TKI Dinalog aims to complete the assessment of project proposals and decision-making on projects within three months.

Other Calls

Simultaneously with this Call for Proposals, TKI Dinalog also offers consortia the opportunity to submit proposals relating to other areas of application of the Top Sector Logistics. Topics specifically related to this are better suited to the relevant call. In addition, there is a separate programme in collaboration with the Ministry of Defence entitled “Innovation for Resilient Military Supply Chains and Society”. Topics that fit well with this programme are better submitted in that call.