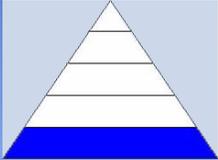


## The Netherlands



### Structure and Culture

- **Basic data**

**Table 1:** Basic data of the Netherlands in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA)

Basic data of the Netherlands	European average
– Population: 16.6 million inhabitants (2010) [2]	17.1 million (2010) <sup>i</sup> [1,2]
– Area: 33 800 km <sup>2</sup> (2010) (18.4% water) (2010)	156 225 km <sup>2</sup> (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Averages winter temperature 5°C, Averages summer temperature: 13 °C Annual precipitation level: 735 mm	(2010) 6°C 16°C 747 mm
– Exposure: 133.8 billion vehicle km (2003) (80% passenger cars, 19% goods motor vehicles, 1% motorcycles; 2000)	168 billion vehicle km (2010) <sup>ii</sup> [1]
– 0.56 motorised vehicles per person (2010)	0.7(2010 <sup>i, iii</sup> ) [1,2]

- **Country characteristics**

**Table 2:** Characteristics of the Netherlands in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of the Netherlands	European average
– Population density: 490 inhabitants/km <sup>2</sup> (2010) [2]	110 inhabitants km <sup>2</sup> (2010) <sup>i</sup> [1,2,3]
– Population composition (2009) [2]: 18% children (0-14 years), 67% adults (15-64 years), 15% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 <sup>iii</sup> ) [1,2]
– Gross Domestic Product (GDP) per capita: €35 600 (2010) [2]	€26 100 (2010) [1,2]
– 63% of population lives inside urban area (2010) [2]	42% (2010 <sup>iv</sup> ) [1,2]
– Special characteristics: The Netherlands are flat, and cycling is a very common way of transport.	

In the Netherlands, cycling is a common way of transport.



<sup>i</sup> Based on 30 European countries; data of HU = 2009.

<sup>ii</sup> Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

<sup>iii</sup> Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

<sup>iv</sup> Based on 29 European countries (excl. IS).

# Road Safety Country Overview-The Netherlands

- **Structure of road safety management**

- A large part of road safety policy is decentralised in the Netherlands.
- On a national level, RS plans are formulated by the Ministry of Infrastructure and Environment, in close cooperation with regional and local authorities.
- Regional and local authorities transform the national plans into regional and local plans and products.

The following key-actors are responsible for road safety (RS) management:

**Table 3:** Key actors per function in The Netherlands. (Source: national sources)

Key functions	Key actors
1. <ul style="list-style-type: none"> <li>– Formulation of national RS strategy</li> <li>– Setting targets</li> <li>– Development of the RS programme</li> </ul>	<ul style="list-style-type: none"> <li>– Ministry of Infrastructure and Environment (I&amp;M): targets and main themes.</li> <li>– Provinces: regional RS programmes.</li> <li>– Municipalities and water boards: local RS programmes.</li> </ul>
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> <li>– I&amp;M: national numbers and themes</li> <li>– Provinces: monitor developments within their region.</li> </ul>
3. Improvements in road infrastructure	<ul style="list-style-type: none"> <li>– National road authority (Rijkswaterstaat): national roads</li> <li>– Provincial authority: provincial roads</li> <li>– Municipalities: municipality roads</li> <li>– Water boards: water board roads</li> </ul>
4. Vehicle improvement	Vehicle Technology and Information Centre (RDW)
5. Improvement in road user education	<ul style="list-style-type: none"> <li>– Dutch Driving Test Organisation (CBR)</li> <li>– Regional Road Safety Bodies (ROV)</li> </ul>
6. Publicity campaigns	<ul style="list-style-type: none"> <li>– I&amp;M: national campaigns;</li> <li>– ROVs: regional and local campaigns;</li> <li>– Safe Traffic Netherlands (VVN);</li> <li>– TeamAlert: peer-group campaigns directed at youngsters.</li> </ul>
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> <li>– Police</li> <li>– Bureau of Traffic Enforcement of the Public Prosecution Service (Landelijk Parket Team Verkeer);</li> </ul>
8. Other relevant actors	<ul style="list-style-type: none"> <li>– Interest groups such as: Royal Dutch Touring Club ANWB, Dutch Traffic Safety Association (VVN), Dutch Cyclist Union, RAI Association, BOVAG Association, Dutch Association of Insurers;</li> <li>– Information and Technology Platform for Infrastructure, Traffic, Transport and Public Space (CROW);</li> <li>– Knowledge Platform for Traffic and Transport (KpVV)</li> <li>– Centre for Transport and Navigation (DVS);</li> <li>– Research institutes: SWOV, TNO, Dutch Safety Board</li> <li>– Consultants.</li> </ul>

The Ministry of Infrastructure and Environment is the key actor for the formulation of national RS strategy in the Netherlands.



# Road Safety Country Overview-The Netherlands

- **Attitudes towards risk taking**

- Dutch drivers report somewhat more hazardous driving behaviour than drivers in other countries.
- Dutch drivers are more in favour for higher penalties of drink-driving than drivers in other countries. Dutch drivers are less in favour of higher BAC levels and higher speeding penalties.
- As compared to drivers in other countries, more Dutch drivers expect to be checked for speed but fewer expect to be checked for alcohol.

**Table 4: Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)**

	The Netherlands	SARTRE average
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour often or more</b>	
Too close following	12%	9%
Inappropriate overtaking	4%	5%
Exceeding speed limit on motorways	31%	25%
Exceeding speed limit on main inter-urban roads	22%	18%
Exceeding speed limit on country roads	14%	13%
Exceeding speed limit in built-up areas	7%	8%
<b>Support of stricter legislation</b>	<b>% of drivers that support stricter legislation</b>	
Higher penalties for speeding offences	49%	60%
Higher penalties for drink-driving offences	95%	88%
Lower BAC levels	2%	8%
<b>Perceived probability of being checked</b>	<b>% of drivers that believe that probability is high</b>	
Speeding	27%	18%
Alcohol use	3%	9%

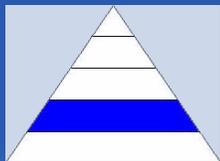
Dutch drivers are less in favour of higher speeding penalties than drivers in other countries.

**Legend**

(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse





The Sustainable Safety vision is a cornerstone of the RS policy in the Netherlands.

## Programs and measures

### • Road safety strategy of the country

- As from the '90s, a large part of the road safety strategy is based on a safe system approach which is called 'Sustainable Safety'.
- The five principles of Sustainable Safety are: 1) functionality of roads, 2) homogeneity of masses and/or speed and direction, 3) predictability of road course and road user behaviour by a recognizable road design, 4) forgiveness of the environment and of road users, and 5) state awareness by the road user.

(Source: national sources)

### • National strategic plans and targets

- The Dutch Mobility Paper (2005-2020) sets the current road safety policy outline. Additionally, there is a strategic road safety plan (2008-2020), which is currently updated and will be updated from now every two years.
- Targets:

**Table 5: Road safety targets for the Netherlands**

Year	Fatalities (real numbers)	Serious injuries
2020	Max 580 (-80 by the national government)	Max. 10600

\*new definition: injured people with a Maximum Abbreviated Injury Score of 2 or more (MAIS2+)

- Priority topics:
  - o Cornerstones: integral approach, cooperation, and Sustainable Safety
  - o Vulnerable road users,
  - o Novice drivers,
  - o Mopeds and motorcycles,
  - o Impaired driving,
  - o Speeding,
  - o Alcohol and drugs,
  - o 50 and 80 km/h roads,
  - o Vans and trucks, and single-vehicle conflicts.

(Source: national sources)

### • Road infrastructure

In The Netherlands, roads are categorized in the following classes with corresponding speed limits and design guidelines:

**Table 6: Description of the road categories and their characteristics in The Netherlands**  
(Source: TiS.PT, 2003; national information).

Road type	Speed limit (km/h)
Urban road	70/50/30
Rural road	60/80/100
Motorways	120/100/80

- Special rules for:
  - o Light motorcycles (A1; until 18 years): 80 km/h
  - o Trucks: 80 km/h



# Road Safety Country Overview-The Netherlands

Infrastructural guidelines in the Netherlands are directed at traffic calming and improving recognisability of road categories.

- Guidelines and strategic plans for infrastructure are available in the Netherlands and mainly cover topics like:
  - o Traffic calming measures (e.g. roundabouts, speed humps, 30 km/h zones, schools zones etc.)
  - o Recognisability of roads (e.g. separation of driving directions, shoulder markings, speed limits etc.);
  - o Traffic guidelines for tunnels.

**Table 7:** Obligatory parts of infrastructure management in the Netherlands and other European countries. (Sources: [1] DG-TREN, 2010; [2] national sources)

Obligatory parts in the Netherlands:	European countries with obligation
Safety impact assessment: no [2]	-
Road safety audits: no [1]	50%
Road safety inspections: no [1]	60%
Black spot treatment: no [1]	47% <sup>v</sup>

- Recent infrastructural actions have been addressing:
  - o Traffic calming,
  - o Improving recognisability of road categories.

(Source: national sources)

## • Traffic laws and regulations

**Table 8:** Description of the regulations in the Netherlands in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010 [4] DG-TREN, 2008)

Regulations in the Netherlands	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; - Novice drivers: 0.2‰; - Professional drivers: 0.5‰ [1].	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: - Hand held: prohibited - Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: - Driver: obligatory - Front passenger: obligatory - Rear passenger: obligatory - Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: - Motor riders: obligatory - Moped riders: obligatory (recommended for light mopeds) - Cyclists: not obligatory [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% <sup>vi</sup> ) [2,3]
- New cars have to be fitted with dedicated day time running lights [4]. - A demerit point system is in place [3].	

The Netherlands has a 0,2‰ drink-driving limit for novice drivers, as is the case in 30% of the European countries.



<sup>v</sup> Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

<sup>vi</sup> Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

# Road Safety Country Overview-The Netherlands

## • Enforcement

**Table 9:** Effectiveness of enforcement effort in the Netherlands according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for The Netherlands	Most common in Europe (% of countries)
Speed legislation enforcement	-	7 (35%)
Seat-belt law enforcement	-	7 (43%) <sup>vii</sup>
Child restraint law enforcement	-	6 (27%) <sup>viii</sup>
Helmet legislation enforcement	-	9 (39%) <sup>ix</sup>

Enforcement effort is about average in the Netherlands.

**Table 10:** Performance of enforcement effort in the Netherlands according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for The Netherlands	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Is improving	Is improving (79%) <sup>ix</sup>
Seat belt use	Is improving	Is improving (52%) <sup>x</sup>

## • Road user education and training

**Table 11:** Road user education and training in the Netherlands, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in the Netherlands	Most common in Europe (% of countries)
General education programmes: <ul style="list-style-type: none"> <li>- Primary school: compulsory</li> <li>- Secondary school: compulsory</li> <li>- Other groups: The Netherlands established principles of 'lifelong road safety education'. The six target groups cover persons aged from 0 to over 60.</li> </ul>	Compulsory (65%) <sup>xi</sup> Compulsory (50%) <sup>xii</sup> [1,2]
Driving licences thresholds: <ul style="list-style-type: none"> <li>- Passenger car: 18 years</li> <li>- Motorised two wheeler: 18 years; 21 years for engines above 25kW.</li> <li>- Busses and coaches: 21 years</li> <li>- Lorries and trucks: 21years</li> </ul>	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) <sup>xiii</sup> 21 years (79%) <sup>xiv</sup> [2,3]

The Netherlands established principles of 'lifelong road safety education'.



<sup>vii</sup> Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).  
<sup>viii</sup> Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).  
<sup>ix</sup> Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).  
<sup>x</sup> Based on data of 25 countries (excl. BG, CH, IS, NO and RO).  
<sup>xi</sup> Based on data of 26 countries (excl. BG, CH, NO and RO).  
<sup>xii</sup> Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).  
<sup>xiii</sup> Based on data of 29 countries (excl. NO).  
<sup>xiv</sup> Based on data of 28 countries (excl. IE and NO).

# Road Safety Country Overview-The Netherlands

## • Public campaigns

**Table 12:** Public campaigns in the Netherlands, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in the Netherlands	Most common issues in Europe (% of countries)
<b>Organisation:</b> – Ministry of Infrastructure and Environment (I&M); – Regional Road Safety Bodies (ROV); – Safe Traffic Netherlands (VVN); – TeamAlert.	
<b>Main themes:</b> – Drink-driving – Seat belts – Speeding – Child restraints – Blind spot crash prevention – Fatigue – Professional transport.	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - - -

## • Vehicles and technology (national developments)

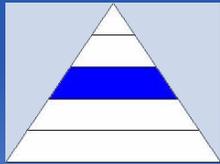
**Table 13:** Developments of vehicles and technology in the Netherlands, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: every 12 months	Every 12 months (41%)
Motorcycles: every 12 months	Every 12 months (35%)
Busses or coaches: every 12 months	Every 12 months (41%)
Lorries or trucks: every 12 months	Every 12 months (41%) <sup>xv</sup>

Mandatory inspection periods in the Netherlands are similar to the most common periods.



<sup>xv</sup> Based on data of 17 countries (excl. BG, CH, CY, CZ, EE, HU, LT, MT, NO, RO, SI, SK).



About one third of the road users on motorways offends the speed limit, even though the amount of speed tests per population is much higher than the European average.

No information on drink-driving in the Netherlands.



## Road Safety Performance Indicators

### • Speed

**Table 14:** Number of speed checks in the Netherlands versus the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	543	558	1%	90.8 <sup>xvi</sup>

**Table 15:** Percentage of speed offenders per road type in the Netherlands compared to the European average (Source: ETSC, 2010)

Road type	2001	2006	Average annual change	European average
Motorways	38%	36%	-5%	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

**Table 16:** Mean speed per road type in the Netherlands compared to the European average (Source: ETSC, 2010)

Road type	2001	2009	Average annual change	European average
Motorways	115 km/h	115 km/h	-0.1%	Not available
Rural roads	Not available	Not available	Not available	Not available
Urban roads	Not available	Not available	Not available	Not available

### • Alcohol

**Table 17:** Road side surveys for drink-driving in the Netherlands compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	145.8 <sup>xvii</sup>
% tested over the limit	Not available	Not available	Not available	Not available

<sup>xvi</sup> Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

<sup>xvii</sup> Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

# Road Safety Country Overview-The Netherlands

The age of the car fleet in the Netherlands is about the European average, with somewhat less cars older than 10 years.

Seat-belt and helmet wearing rates are very high in the Netherlands, except for cyclists.

## • Vehicles

**Table 18:** State of the vehicle fleet in the Netherlands compared to the European average (Source: ETSC, 2009)

Vehicle fleet in the Netherlands	European average
Cars per age group (year): <ul style="list-style-type: none"> <li>– 11% ≤ 2 years,</li> <li>– 19% 2 to 5 years,</li> <li>– 32% 6 to 10 years,</li> <li>– 38% &gt; 10 year.</li> </ul>	Passenger cars (2009) <sup>xviii</sup> 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> <li>– 5 stars: no information</li> <li>– 4 stars: no information</li> <li>– 3 stars: no information</li> <li>– 2 stars: no information</li> </ul>	49% 35% 6% 1% <sup>xix</sup>

## • Protective systems

**Table 19:** Protective system use in the Netherlands versus the average in Europe (Source: Vis & Eksler, 2008; national sources; OECD/ITF, 2011)

Use of protective systems in the Netherlands	European average
Daytime seat belt wearing in cars and vans (2010): <ul style="list-style-type: none"> <li>– 97% front,</li> <li>– 97% (car), 87% (van) driver</li> <li>– 97% front passenger</li> <li>– 82% rear,</li> <li>– 87% child restraint systems (2006)</li> </ul>	(2007) 85% front <sup>xx</sup> , Not available Not available 60% rear <sup>xxi</sup> , Not available
Helmet use: <ul style="list-style-type: none"> <li>– 99% motor rides,</li> <li>– 96% moped riders</li> <li>– No information on % cyclists</li> </ul>	Not available Not available Not available



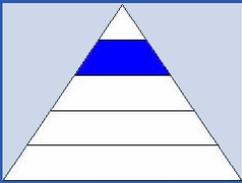
<sup>xviii</sup> Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

<sup>xix</sup> Based on data of 27 countries (excl. CY, IS and MT).

<sup>xx</sup> Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

<sup>xxi</sup> Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

# Road Safety Country Overview-The Netherlands



## Road Safety Outcomes

- General positioning

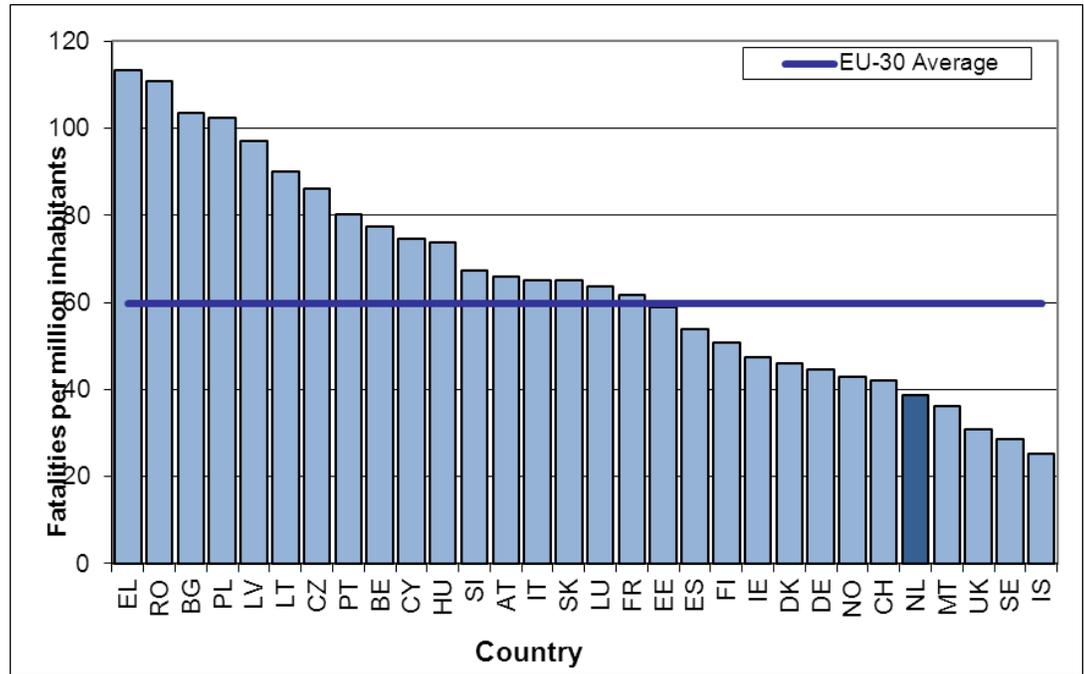


Figure 1: Reported fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

The Netherlands is one of the best performing countries; the decline in fatalities per inhabitants is somewhat less than average.

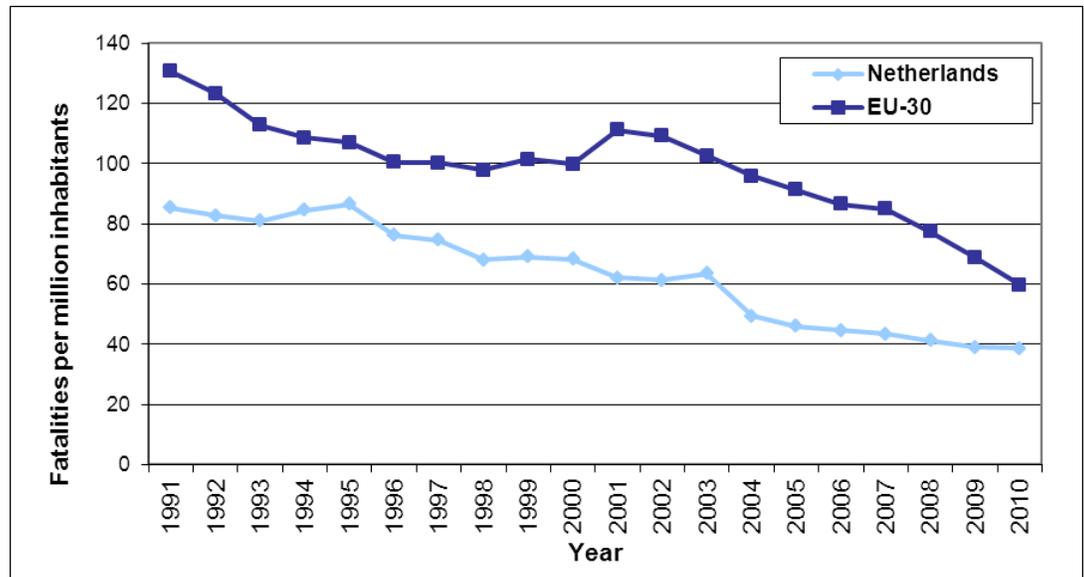


Figure 2: Development of reported fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



# Road Safety Country Overview-The Netherlands

About 1 in 5 fatalities is a cyclist in the Netherlands, which is much more than the European average.

In the Netherlands, fatalities among elderly people are overrepresented.

In the Netherlands, relative many fatalities happen on junctions and rural roads.



## • Transport mode

**Table 20:** Reported fatalities by mode of road transport in the Netherlands compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxii</sup> )
Pedestrians	106	63	-4%	10%	18%
Car occupants	475	288	-6%	45%	47%
Motorcyclists	76	68	-0%	11%	13%
Mopeds	78	47	-4%	7%	2%
Cyclists	195	138	-4%	21%	5%
Bus/coach occupants	1	3	-	0%	<1%
Lorries or truck occupants	53	25	-2%	4%	4%

## • Age, gender and nationality

**Table 21:** Reported fatalities by age, gender and nationality in the Netherlands versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2009	Average annual change	% in 2009	European average (2009 <sup>viii</sup> )
<b>Females</b>					24%
0-14 years	14	10	2%	2%	1%
15 – 17 years	15	12	5%	2%	1%
18 – 24 years	25	25	7%	4%	4%
25 – 49 years	72	38	-7%	6%	7%
50 – 64 years	39	23	-4%	4%	3%
65+ years	81	67	-2%	10%	7%
<b>Males</b>					75%
0-14 years	33	13	-4%	2%	2%
15 – 17 years	41	14	-11%	2%	2%
18 – 24 years	137	101	-2%	16%	13%
25 – 49 years	291	153	-7%	24%	31%
50 – 64 years	102	68	-2%	11%	12%
65+ years	139	120	-1%	19%	12%
<b>Nationality of driver or rider killed</b>					
National	958	624	-5%	97%	Not available
Non-national	35	20	-3%	3%	Not available

## • Location

**Table 22:** Reported fatalities by location in the Netherlands compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2009	Average annual change	% in 2009	European average (2009 <sup>viii</sup> )
Built-up areas	335	227	-4%	35%	33%
Rural areas	658	415	-5%	64%	49%
Motorways	124	83	3%	13%	5%
Junctions	327	221	-4%	34%	12%

<sup>xxii</sup> Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

# Road Safety Country Overview-The Netherlands

## • Lighting and weather conditions

**Table 23:** Reported fatalities by lighting and weather conditions in the Netherlands compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxiii</sup> )
<b>Lightning conditions</b>					
During daylight	620	412	-4%	64%	55%
During nighttime	334	205	-5%	32%	39%
<b>Weather condition</b>					
While raining	115	50	-7%	8%	10%

## • Single vehicle crashes

**Table 24:** Reported fatalities by type in the Netherlands compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2009	Average annual change	% in 2009	European average (2009 <sup>xxiv</sup> )
Single vehicle crash	407	54	-15%	8%	40%

## • Under-reporting of casualties

- Fatalities: 84% (2010). The registration rate differs between mode of transport:

**Table 25:** Police-registration rate of traffic fatalities in the Netherlands by mode of transport in 2010 (Source: national sources).

Registration rate in 2010	
Pedestrian	86%
Bicycle	73%
Moped	77%
Motorcycle	95%
Car/van	90%
Lorry/bus	83%
Other	65%
<b>Total</b>	<b>84%</b>

- Hospitalised: ca. 50% for crashes with motorized vehicles involved; less than 10% for crashes without motorized vehicles involved (2009). Also, this registration rate differs between mode of transport, location etc.

(Source: national sources)

Somewhat more fatalities occur during daylight; the share of (registered) fatalities in single vehicle crashes is much lower than the European average.



<sup>xxiii</sup> Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

<sup>xxiv</sup> Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

# Road Safety Country Overview-The Netherlands

## Risk figures

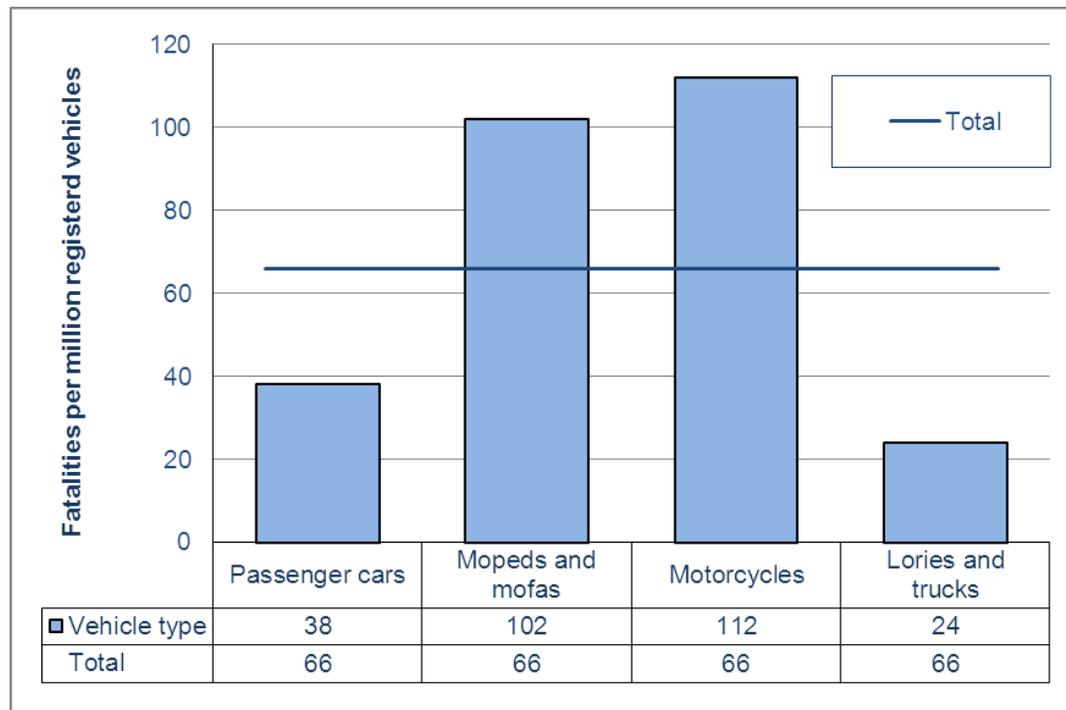


Figure 3: Reported fatalities by vehicle type for the Netherlands in 2009 (Sources: CARE).

Motorcycles, mopeds, youngsters and elder people have the highest risks in the Netherlands.

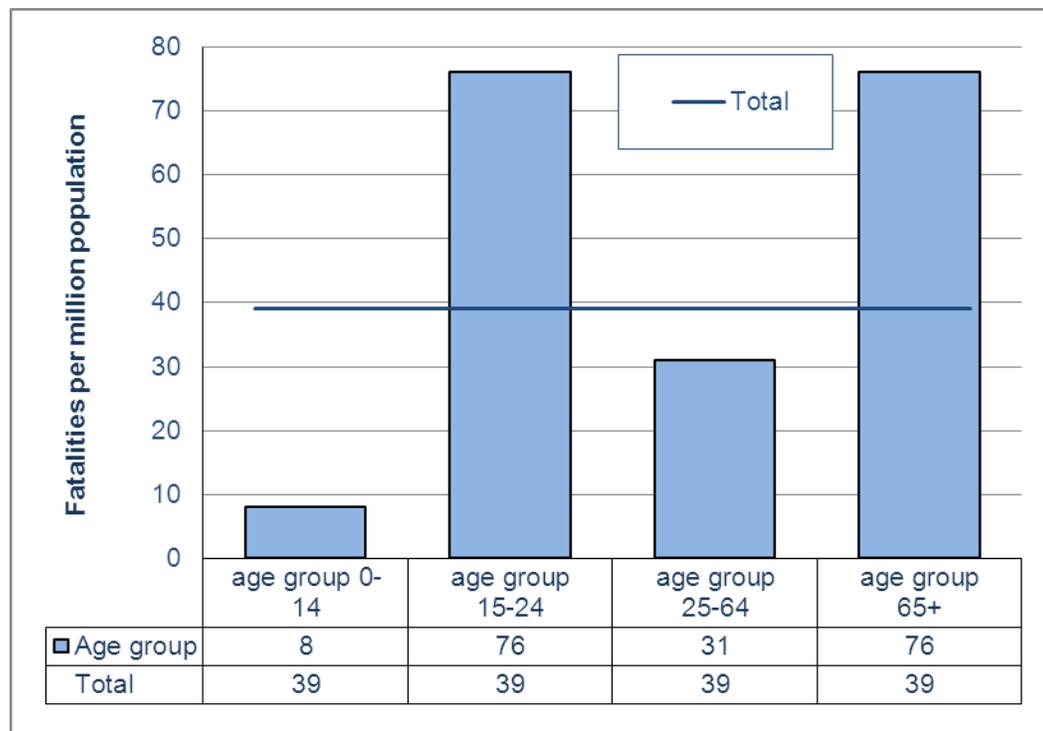


Figure 4: Reported fatalities by million inhabitants in the Netherlands in 2009 (Sources: CARE, OECD/ITF, 2011).



# Road Safety Country Overview-The Netherlands

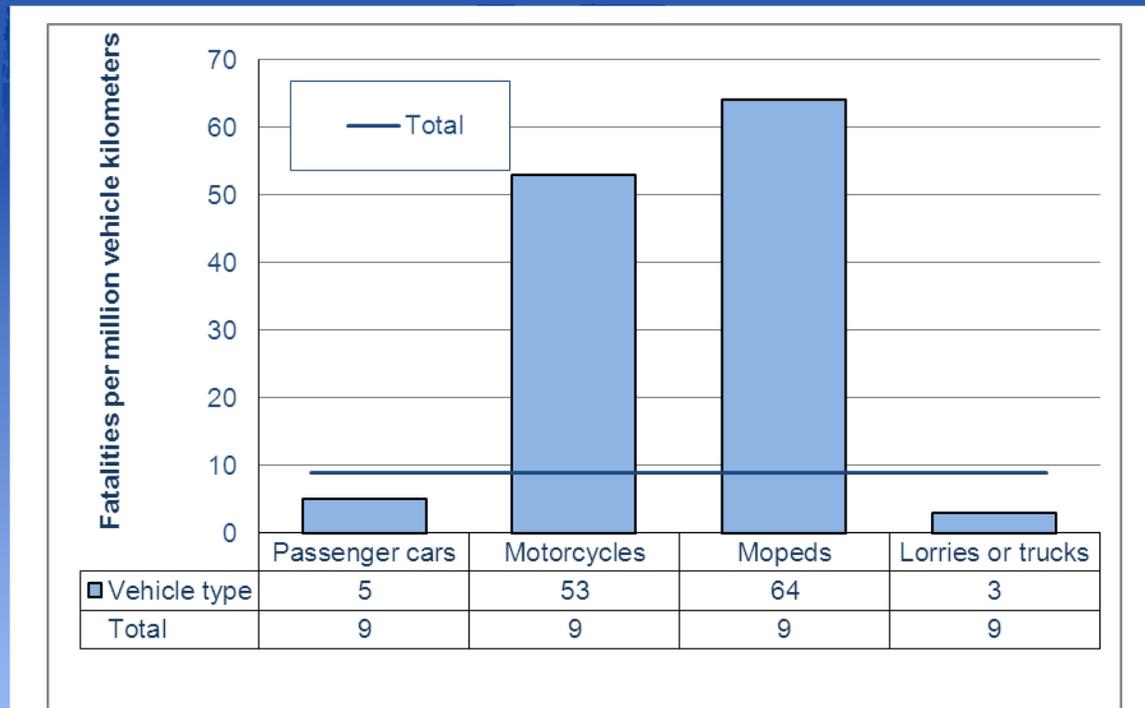
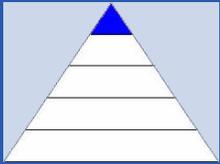


Figure 5: Reported fatality per million vehicle km for the Netherlands in 2000 (Sources: CARE, Eurostat).



# Road Safety Country Overview-The Netherlands



Estimated costs of road safety are higher in the Netherlands than on average in Europe.

## Social Cost

- Total costs of road crashes (fatalities and injuries): 12.3 billion Euros (2003).
- Percentage of GDP: 2.5%.

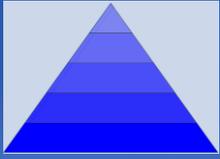
(Source: WHO, 2009).

**Table 26:** Cost (in million Euro) per injury type in the Netherlands versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average <sup>xxv</sup>
Fatal	1.78	1.28
Hospitalised	0.24	0.18
Slightly injured	0.02	0.02



<sup>xxv</sup> Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).



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In the Netherlands, the Sustainable Safety vision is a cornerstone of RS policy, in which vulnerable road users – like cyclists – get much attention.

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## Synthesis

- **Safety position**

- The Netherlands is one of the best performing countries.

- **Scope of problem**

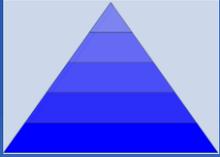
- About 1 in 5 fatalities is a cyclist in the Netherlands, which is much more than the European average. Cycling is very common in the Netherlands. Helmet wearing is not obligatory and wearing rates are very low. Motorcycles and mopeds have the highest risks in the Netherlands.
- In the Netherlands, fatalities among elderly people are overrepresented. Together with youngsters, they have also the highest risks.
- In the Netherlands, relative many fatalities happen on junctions and rural roads.
- About one third of the road users on motorways offends the speed limit.

- **Recent progress**

- The decline in fatalities per inhabitants is somewhat less than average in the Netherlands.
- Urban (30km/h) and rural (60km/h) access roads were implemented on a large scale from 1998. Also the amount of roundabouts on distributor road increased.
- Traffic enforcement increased during the last decades as a result of the establishment of dedicated regional traffic enforcement teams.

- **Remarkable road safety policy issues**

- The Sustainable Safety vision is a cornerstone of the RS policy in the Netherlands. It aims for prevention of fatalities and reduction of the probability to get seriously injured.
- There is a lifelong road safety education for road users, divided in six target groups.
- Infrastructural guidelines in the Netherlands are directed at traffic calming and improving recognisability of road categories.
- The Netherlands has a 0.2‰ drink-driving limit for novice drivers, as is the case in 30% of the European countries.
- The amount of speed tests per population is much higher than the European average.
- In the Netherlands, it is known how much casualties are registered by the police by combining different sources.



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