



Road Safety Country Overview



Netherlands



Structure and Culture

Basic Data

Table 1: Basic data of the Netherlands in relation to the EU average

Basic data of Netherlands	EU average
- Population: 16,9 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 41.526 km ² (2015) [2] (Water 18,41%) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 7,2°C	6,5°C
- Average summer temperature (May to Oct.): 14,8°C	17,8°C
- Annual precipitation level: 838 mm	651 mm
- Exposure: 145,8 billion vehicle km (2014)[1]	122,4 billion vehicle km (2014) ¹
- 0,64 vehicles per person (2014)[1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

The Netherlands is a densely populated country with the majority of inhabitants living inside urban areas.

Country characteristics

Table 2: Characteristics of the Netherlands in comparison to the EU average

Characteristics of Netherlands	EU average
- Population density: 407 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]: 16,7% children (0-14 years) 65,6% adults (15-64 years) 17,7% elderly (65 years and over)	15,6% children 65,5% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €38.700 (2013) [2]	€26.300 (2015)
- 90,5% of population lives inside urban areas (2015) [4]	73,5% (2015)
- Special characteristics [4]: mostly coastal lowland and reclaimed land (polders); some hills in southeast	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

¹ Based on the average of 24 EU countries.

Structure of road safety management

In order to successfully implement the road safety policy, the Ministry of Infrastructure and the Environment works closely with the provinces, urban regions, water boards and municipalities. These authorities are responsible for traffic safety on the roads under their jurisdiction.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in the Netherlands

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Infrastructure and the Environment - Provinces, urban regions, water boards and municipalities - Safe Traffic Netherlands (VVN) - Scientific Research on Road Safety (SWOV)
2. Monitoring of the RS development in the country	- Ministry of Infrastructure and the Environment (Former Ministry of Transport) - Provinces, urban regions, water boards and municipalities
3. Improvements in road infrastructure	- Ministry of Infrastructure and the Environment - Rijkswaterstaat - Scientific Research on Road Safety (SWOV)
4. Vehicle improvement	- Ministry of Infrastructure and Environment
5. Improvement in road user education	- Ministry of Infrastructure and the Environment - Each province has a Regional Road Safety Body (ROV) which provides information and education
6. Publicity campaigns	- Ministry of Infrastructure and Environment - Team Alert
7. Enforcement of road traffic laws	- Ministry of Security and Justice - National Traffic Prosecution Team - Police
8. Other relevant actors	- Council for the Environment and Infrastructure; General Dutch Association for the Elderly (ANBO) - De Coninck Traffic Management; Innovative Partners - IPO - Ministries (Interior, Justice, WWI) - Sustainable Mobility Platform; Police Academy - Rabobank Netherlands - STIVA (Foundation for responsible use of alcohol) - SkVV (collaborating metropolitan regions traffic and transport) - Foundation for Educational Support Midden-Brabant - TU Delft - VIA Traffic Advice - Volvo Netherlands - NGOs - Consultancies

Sources: national sources

In order to successfully implement the road safety policy, the Ministry of Infrastructure and the Environment works closely with the provinces, urban regions, water boards and municipalities.

Dutch drivers are less supportive for stricter legislation on speeding, but more for drink-driving compared to drivers in other countries.

Attitudes towards risk taking

- Drivers in the Netherlands are less supportive for stricter legislation on speeding, but more for drink-driving compared to drivers in other countries.
- The perceived probability of being checked is at the ESRA-average.

Table 4: Road safety attitudes and behaviour of drivers

	Netherlands	ESRA average
Self-reported driving behaviour	% of drivers that show behaviour at least once	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	58%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	24%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	67%	68%
Supporting stricter legislation	% of drivers that disagree with the following	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: The penalties are too severe: for speeding	43%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: The penalties are too severe: alcohol	91%	87%
Do you support the following measure?: Zero tolerance for alcohol (0,0‰) for all drivers	30%	41%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, have you been stopped by the police for a check? (once or more)	20%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (Very (big) chance)	36%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	17%	19%

Source: ESRA 2016

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 road safety policy in the Netherlands.

Programmes and measures

Road safety strategy of the country

- Road safety policy in the Netherlands is guided by a philosophy of sustainable road safety, based on several key concepts – including that the human being is the reference standard and prevention is preferable to a curative approach.
- Five safety principles: 1) road functionality; 2) homogeneity of mass and/ or speed and direction; 3) physical and social tolerance; 4) recognition and predictability of roads and 5) behaviour and state of awareness.

National strategic plans and targets

- The Road Safety Strategy 2008-2020 was adapted in 2012.
- Targets:

Table 5: Road safety targets for the Netherlands

Year	Fatalities	Serious Injuries*
2020	Max. 500	10.600

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

- Priority topics:
 - road safety improvement for cyclists
 - elderly road users
 - infrastructure

(Source: IRTAD, 2015)

Road infrastructure

Table 6: Description of the road categories and their characteristics in the Netherlands

Road type	General speed limits for passenger cars (km/h)
Urban roads	30/50
Rural roads	60/80
Motorways	130

Source: IRTAD, 2016

- Special rules for:
 - 30 km/h on urban access roads and 50 km/h on urban distributor roads
 - 60 km/h on rural access roads and 80 km/h on rural distributor roads
 - 100 km/h on through-roads
- Guidelines and strategic plans for infrastructure are available in the Netherlands.

Safety impact assessment, road safety audits and inspections and high risk site treatment improve infrastructure management.

The Netherlands has a 0,2‰ drink-driving limit for novice drivers, as is the case in 39% of the EU countries.

Table 7: Obligatory parts of infrastructure management in the Netherlands and other EU countries

Obligatory parts in Netherlands:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: IRTAD, 2015

- Recent activities of road infrastructure improvement have been addressing:
 - Provincial infrastructure safety measures, such as reconstruction of risky intersections, construction of roundabouts, safer roadsides, more recognisable and uniform road markings, upgrading or downgrading roads to achieve more credible speed limits, safer cycling facilities, etc.

(Source: IRTAD, 2016)

Traffic laws and regulations

Table 8: Description of the regulations in the Netherlands in relation to the most common regulations in other EU countries

Regulations in Netherlands [1]	Most common in EU (% of countries)
Allowed BAC ² levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,2‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,5‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (39%)
- A demerit point system is in place [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

² Blood Alcohol Concentration

Enforcement effort is about or somewhat lower than average in the Netherlands.

Enforcement

Table 9: Effectiveness of enforcement effort in the Netherlands according to an international respondent consensus (scale = 0-10)

Issue	Score for Netherlands	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	7	7 (25%) and 8 (25%)
Child restraint law enforcement	7	8 (39%)
Helmet legislation enforcement	7	9 (50%)
Drink-driving law enforcement	7	8 (43%)

Source: WHO, 2015

Road User Education and Training

Table 10: Road user education and training in the Netherlands compared to the situation in other EU countries

Education and training in Netherlands	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: The Netherlands established principles of 'lifelong road safety education'. The six target groups cover persons aged from 0 to over 60.	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 18 years; 21 years for engines above 25kW	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

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

Public Campaigns

Table 11: Public campaigns in the Netherlands compared to the situation in other EU countries

Campaigns in Netherlands	Most common issues in EU (% of countries)
Organisation:	
- Ministry of Infrastructure and Environment (I&M)	
- Regional Road Safety Bodies (ROV)	
- Safe Traffic Netherlands (VVN)	
- TeamAlert	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Seat belts	Speeding (86%)
- Speeding	Seat-belt (79%)
- Child restraints	
- Blind spot crash prevention	
- Fatigue	
- Professional transport.	

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

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

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in the Netherlands, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: every 12 months	Every 12 months (39%)
Motorcycles: every 12 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

The number of speed tickets per population in the Netherlands is much higher than on average in the EU.

Table 13: Number of speed tickets per population in the Netherlands versus the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	543	393	-3,5%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in the Netherlands compared to the EU average

Road type	2004	2011	Average annual change	EU average
Motorways	36%	35,4%	-0,2%	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 15: Mean speed per road type in the Netherlands compared to the EU average

Road type	2004	2011	Average annual change	EU average
Motorways	114,8 km/h	113,8 km/h	-0,1%	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

Table 16: Road side surveys for drink-driving in the Netherlands compared to the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	n/a	n/a	-	209
% tested over the limit	n/a	n/a	-	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

No information on drink-driving is available in the Netherlands.

The age of the car fleet in the Netherlands is close to the EU average, with somewhat fewer cars older than 10 years.

Vehicles

Table 17: State of the vehicle fleet in the Netherlands compared to the EU average

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤ 2 years: 13%	≤ 2 years: 9%
- 3 to 5 years: 17%	3 to 5 years: 13%
- 6 to 10 years: 29%	6 to 10 years: 28%
- > 10 years: 41%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 57,6%	5 stars: 52,5%
- 4 stars: 5,9%	4 stars: 4,5%
- 3 stars: 6,1%	3 stars: 2,9%
- 2 stars: 0,0%	2 stars: 0,5%
- not tested: 30,3%	not tested: 39,6% ³

Source: [1] EUROSTAT; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in the Netherlands versus the average in EU

Protective systems	EU average ⁴
Daytime seat-belt wearing in cars and vans (2010):	(2015)
- 97% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 82% rear	69,5% rear
- no information on % child restraints	not available
Helmet use (2008):	
- 96-100% motorcyclists and moped riders	not available
- no information on % cyclists	

Source: IRTAD, 2016

Seat-belt and helmet wearing rates are very high in the Netherlands.

³ Based on data of 25 EU countries (excl. HR, LU and MT).

⁴ Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

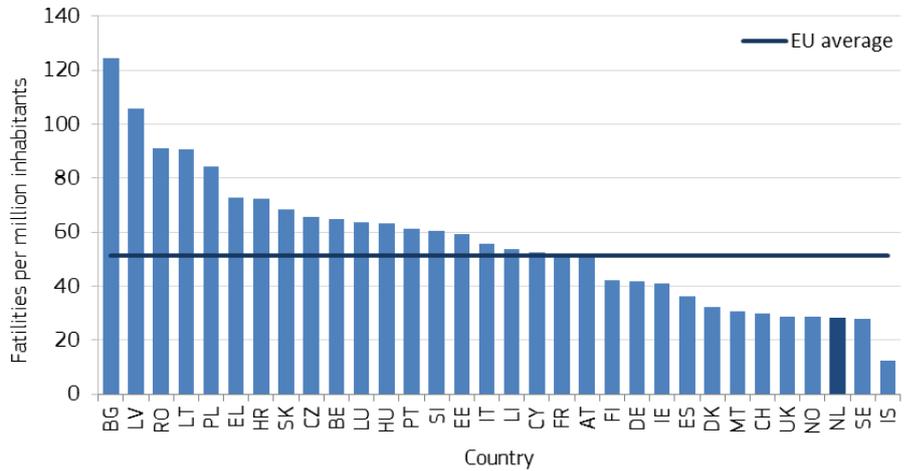
Road Safety Outcomes

General positioning

The fatality rate of the Netherlands is one of the lowest in the EU (around 28 fatalities per million population in 2014). Its development was similar to that of the EU average between 2001 and 2014.

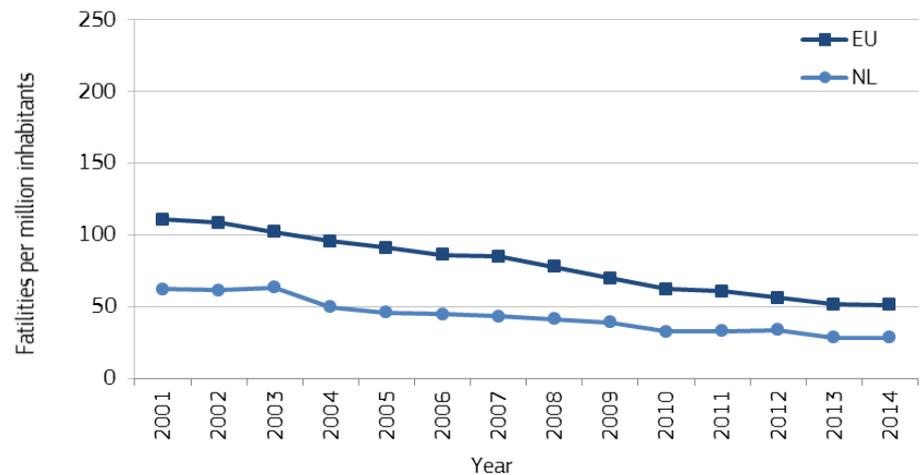
The fatality rate of the Netherlands is one of the lowest in the EU. Its development was similar to that of the EU between 2001 and 2014.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for the Netherlands and the EU average



Sources: CARE, Eurostat

The share of cyclist fatalities is substantially higher than the EU average.

Transport mode

The share of cyclist fatalities is substantially higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2014 was only 3%, it was 8% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 6% and 4%.

Table 19: Reported fatalities by mode of road transport in the Netherlands compared to the EU average

Transport mode	2001	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	106	50	-6%	11%	22%
Car occupants	477	171	-8%	36%	45%
Motorcyclists	76	51	-3%	11%	15%
Mopeds	78	32	-7%	7%	3%
Cyclists	195	118	-4%	25%	8%
Bus/coach occupants	1	1	0%	0%	1%
Lorries or truck occupants	58	13	-11%	3%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in the Netherlands versus the EU average

Age and gender	2001	2014	Average annual change	Share in 2014	EU average (2014)
Females					
0 - 14 years	14	6	-6%	1%	1%
15 - 17 years	15	7	-6%	1%	1%
18 - 24 years	25	14	-4%	3%	3%
25 - 49 years	72	27	-7%	6%	6%
50 - 64 years	39	14	-8%	3%	4%
65+ years	81	66	-2%	14%	9%
Males					
0 - 14 years	33	13	-7%	3%	1%
15 - 17 years	41	10	-10%	2%	2%
18 - 24 years	137	55	-7%	12%	12%
25 - 49 years	291	109	-7%	23%	29%
50 - 64 years	102	48	-6%	10%	15%
65+ years	139	107	-2%	22%	16%
Nationality of driver or rider killed					
National	911	283	-9%	59%	n/a
Non-national	82	193	7%	41%	n/a

Sources: CARE, national sources

The share of road fatalities by gender in the Netherlands is similar to the EU average. The share of non-national fatalities is at 41%.

Fatalities on motorways and at junctions are over-represented in the Netherlands.

Location

Fatalities on motorways and at junctions are over-represented in the Netherlands compared to the EU average.

Table 21: Reported fatalities by location in the Netherlands compared to the EU average

Location	2001	2014	Average annual change	Share in 2014	EU average (2014)
Built-up areas	335	158	-6%	33%	38
Rural areas	534	205	-7%	43%	54%
Motorways	124	57	-6%	12%	7%
Junctions	315	163	-5%	34%	19%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in the Netherlands compared to the EU average

Conditions	2001	2010	Average annual change	Share in 2010	EU average (2010)
Lightning conditions					
During daylight	620	317	-7%	67%	49%
During night-time	334	197	-6%	41%	32%
Weather conditions					
While raining	115	39	-11%	8%	11%

Sources: CARE, national sources

Single vehicle accidents

Table 23: Reported fatalities by type in the Netherlands compared to the EU average

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	307	172	-25%	32%	24%

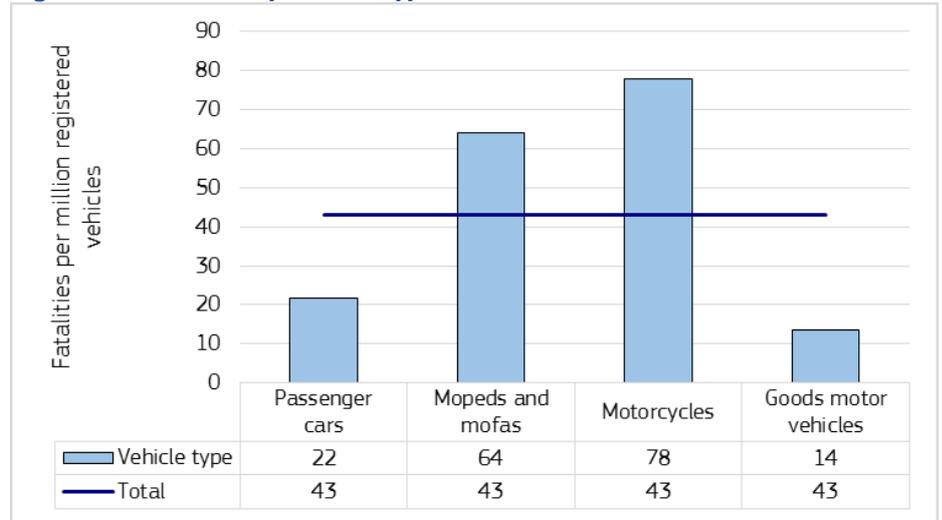
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

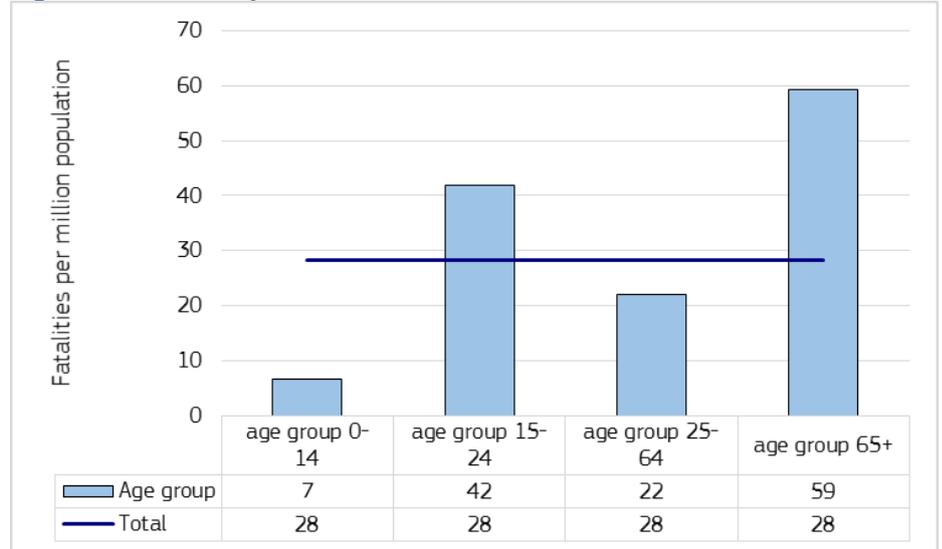
Risk Figures

Figure 3: Fatalities by vehicle type in the Netherlands in 2014



Sources CARE, IRTAD

Figure 4: Fatalities per million inhabitants in the Netherlands in 2014



Sources: CARE, EUROSTAT

In the Netherlands, risk is highest for motorcyclists as well as for youngsters and the elderly.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁵ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in the Netherlands versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

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

⁵ Value of Statistical Life

In the Netherlands, the traffic enforcement is assessed as effective, which is also reflected by the seat-belt and helmet wearing rates.

Synthesis

Safety position

- At 28 fatalities per million population, the fatality rate of the Netherlands is the second lowest among the EU countries.

Scope of problem

- The share of cyclist fatalities is significantly higher than the EU average, which can mainly be explained by the fact that cycling is very widespread in the Netherlands. Motorcycles and mopeds have the highest risks in the Netherlands.
- In the Netherlands, fatalities among elderly people are over-represented. Together with youngsters, they have also the highest risks.
- In the Netherlands, relative many fatalities happen at junctions and on motorways.
- More than one third of the road users on motorways break the speed limit.

Recent progress

- Since 2001 the rate of fatalities per population was always substantially lower than the EU average with a similar development to that of the EU average.
- Traffic enforcement increased during the last decades as a result of the establishment of dedicated regional traffic enforcement teams, but still remains less effective than the EU average.

Remarkable road safety policy issues

- The Sustainable Safety vision is a cornerstone of the road safety 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.
- The Netherlands has a 0,2‰ drink-driving limit for novice drivers, as is the case of most EU countries.
- The amount of speed tests per population is much higher than the EU average.
- There is no information on drink-driving in the Netherlands.
- Seat-belt and helmet wearing rates are very high in the Netherlands.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview - Netherlands, European Commission, Directorate General for Transport, September 2016.



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