



## 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: 16,979 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 41.526 km <sup>2</sup> (2015) [2] (Water 18,41%) (2015)[4]	159.678 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 5,5°C	5,1°C
- Average summer temperature (May to Oct.): 14,8°C	16,6°C
- Annual precipitation level: 838 mm	691,5 mm
- Exposure: 127.351 million vehicle km (2015)[1]	168.260 million vehicle km (2015)
- 0,55 vehicles per person (2015)[2]	0,57 (2015)

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: 502,9 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]: 16,7% children (0-14 years) 65,4% adults (15-64 years) 17,8% elderly (65 years and over)	15,6% children 65,6% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €39.884 (2013) [2]	€27.198 (2015)
- 91,5% of population lives inside urban areas (2015) [4]	72,6% (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

## 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
<b>Self-reported driving behaviour</b>	<b>% of drivers that show behaviour at least once</b>	
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%
<b>Supporting stricter legislation</b>	<b>% of drivers that disagree with the following</b>	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: <b>The penalties are too severe: for speeding</b>	43%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: <b>The penalties are too severe: alcohol</b>	91%	87%
Do you support the following measure?: <b>Zero tolerance for alcohol (0,0‰) for all drivers</b>	30%	41%
<b>Perceived probability of being checked</b>	<b>% of drivers with answers in following categories</b>	
In the past 12 months, have you been stopped by the police for a check? <b>(once or more)</b>	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)? <b>(Very (big) chance)</b>	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)? <b>(once or more)</b>	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 revised 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, 2017)

## 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	50
Rural roads	80
Motorways	100/120/130

Source: EC DG-Move, 2017

- 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.
  - The ‘Meer Veilig 3’ infrastructure project, on cost-effective safety measures for motorways and through roads in the period 2015-2018 started in 2015.

(Source: IRTAD, 2017)

## 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 <sup>1</sup> 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, 2017; [2] WHO, 2013

<sup>1</sup> 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: 17 years	18 years (82%)
- Motorised two wheeler: 18 years for A1 category; 20 years for A2 category; 22/24 years for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 21 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

## 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)	
- Team Alert	
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

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

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.

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

## Vehicles

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

Vehicles	EU average
Cars per age group (2013) [1]:	Passenger cars (2013)
- < 2 years: 11,5%	< 2 years: 10,0%
- 2 to 5 years: 17,5%	2 to 5 years: 13,6%
- 5 to 10 years: 28,3%	5 to 10 years: 27,7%
- > 10 years: 42,7%	>10 years: 48,8%
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% <sup>2</sup>

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

## Protective systems

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

Protective systems	EU average <sup>3</sup>
Daytime seat-belt wearing in cars and vans (2010):	(2016)
- 97% front	not available
- no information on % driver	91,6% driver
- no information on % front passenger	92,4% front passenger
- 82% rear	70,9% 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

<sup>2</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

<sup>3</sup> Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

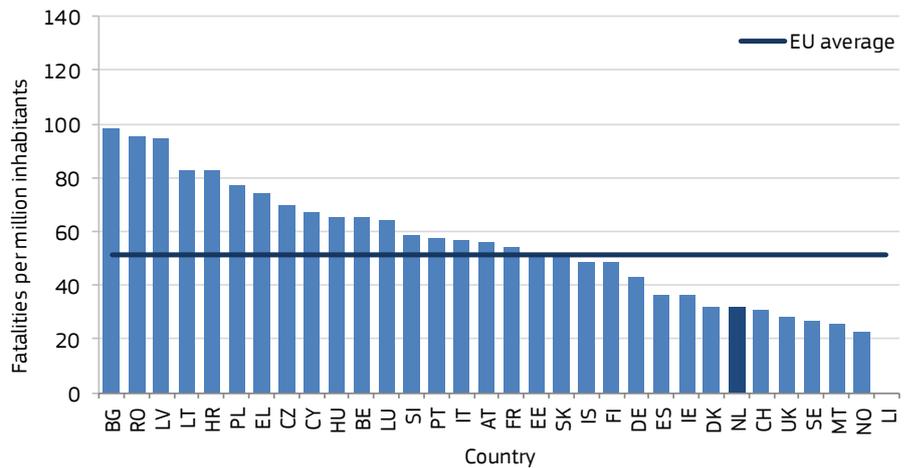
## Road Safety Outcomes

### General positioning

The fatality rate of the Netherlands is one of the lowest in the EU (around 31 fatalities per million population in 2015). Its development was similar to that of the EU average between 2001 and 2015.

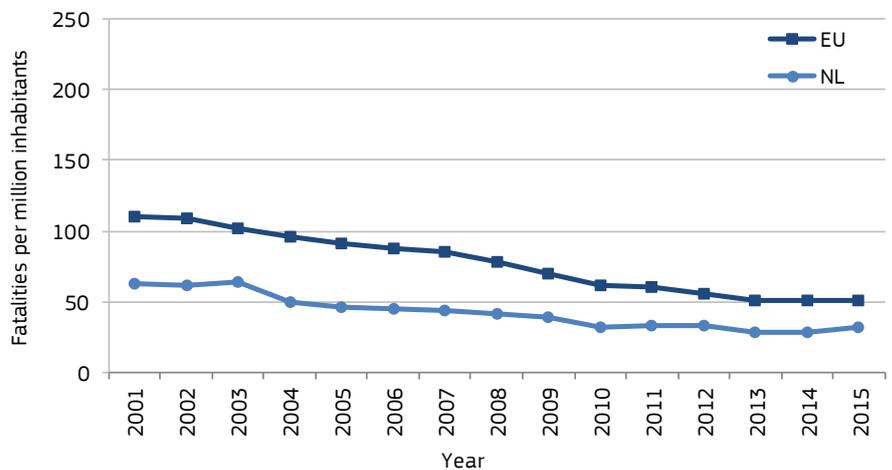
The fatality rate of the Netherlands is one of the lowest in the EU. Its development was similar to that of the EU between 2001 and 2015.

**Figure 1: Fatalities per million inhabitants in 2015 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 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 2015 was only 4%, it was 6% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 4% and 5%.

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

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	106	60	-4%	11%	21%
Car occupants	477	214	-6%	40%	46%
Motorcyclists	76	43	-4%	8%	15%
Mopeds	78	35	-6%	7%	3%
Cyclists	195	107	-5%	20%	9%
Bus/coach occupants	1	1	0%	0%	0%
Lorries or truck occupants	58	24	-7%	5%	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	2015	Average annual change	Share in 2015	EU average (2015)
<b>Females</b>					
0 - 14 years	14	4	-9%	1%	1%
15 - 17 years	15	8	-5%	2%	1%
18 - 24 years	25	8	-8%	2%	3%
25 - 49 years	72	25	-8%	5%	6%
50 - 64 years	39	29	-2%	5%	4%
65+ years	81	57	-3%	11%	10%
<b>Males</b>					
0 - 14 years	33	16	-5%	3%	1%
15 - 17 years	41	7	-13%	1%	2%
18 - 24 years	137	62	-6%	12%	11%
25 - 49 years	291	117	-7%	22%	29%
50 - 64 years	102	79	-2%	15%	16%
65+ years	139	119	-1%	22%	17%
<b>Nationality of killed person</b>					
National	911	321	-8%	60%	n/a
Non-national	82	15	-12%	3%	n/a

Sources: CARE, national sources

The Netherlands have a similar share of road fatalities by gender to the EU average.

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

## Location

Fatalities on motorways, rural areas 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	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	335	126	-7%	25%	37%
Rural areas	534	305	-4%	60%	54%
Motorways	124	79	-3%	15%	8%
Junctions	315	149	-6%	29%	20%

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)
<b>Lightning conditions</b>					
During daylight	620	317	-7%	67%	49%
During night-time	334	197	-6%	41%	32%
<b>Weather conditions</b>					
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	167	-26%	31%	29%

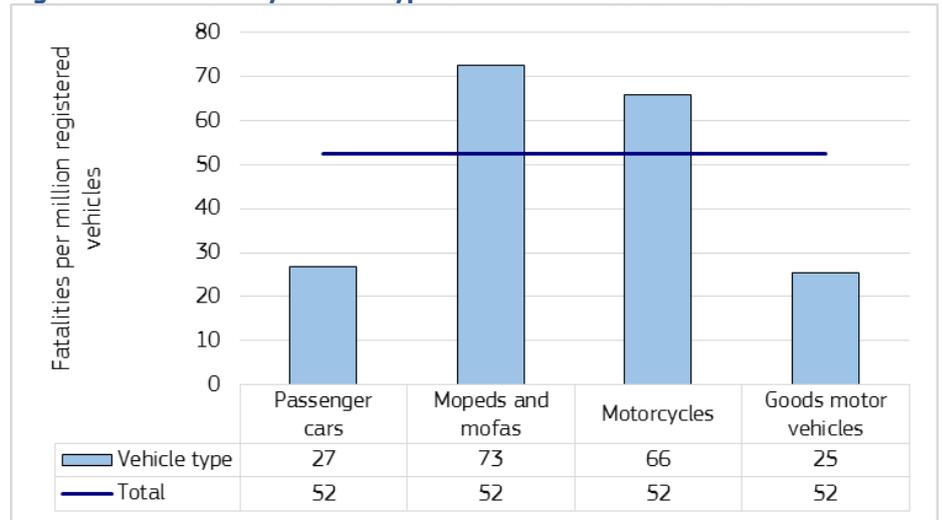
Sources: CARE, national sources

## Under-reporting of casualties

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

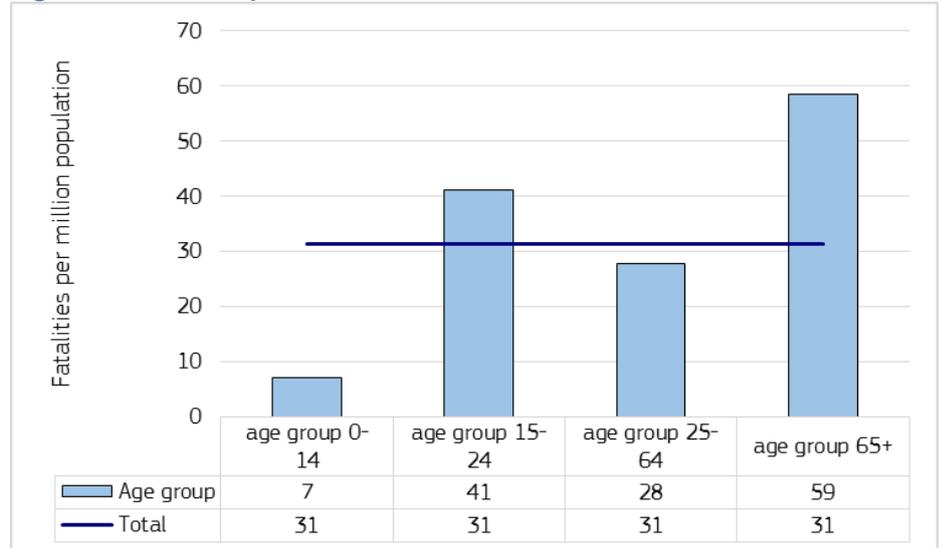
## Risk Figures

**Figure 3: Fatalities by vehicle type in the Netherlands in 2015**



Sources CARE, IRTAD

**Figure 4: Fatalities per million inhabitants in the Netherlands in 2015**



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 (VSL<sup>4</sup> 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
<b>Netherlands</b>	<b>2.388.000</b>	<b>316.400</b>	<b>25.500</b>
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
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

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.

<sup>4</sup> Value of Statistical Life

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

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## Synthesis

### Safety position

- At 31 fatalities per million population, the fatality rate of the Netherlands is one of the lowest rates 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, relatively many fatalities happen at junctions, on motorways and rural roads compared to the EU average.
- 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](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2017.

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

[aac = (b/a)<sup>1/n</sup>-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 2017 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 2017.*

