

# Road safety in The Netherlands, key figures

Edition 2004



Ministerie van Verkeer en Waterstaat



Rijkswaterstaat

## Introduction

This brochure has made use of the most frequently cited figures to quantify road traffic safety in the Netherlands.

The figures relate to the number of traffic fatalities and hospital admissions.

The brochure 'Road safety in The Netherlands, key figures' further compares the number of traffic fatalities per 100,000 inhabitants in the Netherlands with the figures in several other countries, both in and outside Europe.

The brochure also provides indicators on such topics as drink-driving, seatbelt use, bicycle lighting, population, passenger car fleet, the number of persons holding driving licences, road traffic offences and the number of roundabouts.

This brochure can be downloaded from the Internet via [www.rws-avv.nl](http://www.rws-avv.nl).

The site also contains an Excel file in which (extensive) data on the tables and diagrams can be found.

A product is currently being developed, which will ensure that accident data are also available in the forthcoming years.

Dutch title: Kerncijfers Verkeersveiligheid.

Other annual publications of the AVV Transport Research Centre:

Freight Transport in The Netherlands, key figures

Passenger Transport in The Netherlands, key figures

Traffic in The Netherlands, key figures

## Specific requests?

Our staff compiles tables or carries out analyses at the request of the Ministry of Transport, Public Works and Water Management and other authorities.

The AVV Transport Research Centre consequently has access to a large number of files of basic data. Simply mail your request or question to the AVV Service Desk (see colophon in the back) and one of our colleagues will contact you within two workdays.

The comments and questions we received following the publication of the previous edition have been incorporated as far as possible into the present publication. We are grateful for all the helpful tips and pointers that were sent our way.

Please send your clearly worded question or request to the AVV Service Desk by e-mail. One of our colleagues will contact you within two workdays.

# Contents

## Introduction

### Chapter 1 Traffic fatalities and hospitalised traffic victims 3

- 1.1 Traffic fatalities per year 4
- 1.2 Hospitalised traffic victims per year 5
- 1.3 Traffic fatalities by age category 6
- 1.4 Hospitalised traffic victims by age category 7
- 1.5 Traffic fatalities per 100,000 inhabitants 8
- 1.6 Hospitalised traffic victims per 100,000 inhabitants 9
- 1.7 Traffic fatalities by decentral unit 10
- 1.8 Hospitalised traffic victims by decentral unit 11
- 1.9 Traffic fatalities by month 12
- 1.10 Hospitalised traffic victims by month 13
- 1.11 Traffic fatalities by day of the week 14
- 1.12 Hospitalised traffic victims by day of the week 15
- 1.13 Traffic fatalities by time of day 16
- 1.14 Hospitalised traffic victims by time of day 17
- 1.15 Traffic fatalities by road maintenance authority 18
- 1.16 Hospitalised traffic victims by road maintenance authority 19
- 1.17 Traffic fatalities by road category 20
- 1.18 Hospitalised traffic victims by road category 21
- 1.19 Traffic fatalities by transport mode 22
- 1.20 Hospitalised traffic victims by transport mode 23
- 1.21 Traffic fatalities by passenger and vehicle kilometres 24
- 1.22 Hospitalised traffic victims by passenger and vehicle kilometres 25
- 1.23 IRTAD figures for traffic fatality rates in and outside Europe  
per 100,000 inhabitants in 2002 26
- 1.24 Traffic fatalities 1950 – 2003 27

### Chapter 2 Indicators 29

- 2.1 Drink-driving 30
- 2.2 Seatbelt use 32
- 2.3 Bicycle lighting 34
- 2.4 Composition of the population by age category 38
- 2.5 Number of licensed drivers per 1,000 inhabitants 39
- 2.6 Vehicle fleet 40
- 2.7 Registration of road traffic offences 42
- 2.8 Development of roundabouts 43



# 1 Traffic fatalities and hospitalised traffic victims

The traffic fatalities and hospitalised traffic victims per subject.

The traffic fatalities figures stated in this brochure represent the actual numbers as established by the AVV Transport Research Centre and the Central Bureau of Statistics (CBS) Netherlands.

The figures provided on the number of hospitalised victims of traffic accidents have been increased in conformity with the methodology established with the SWOV Institute for Road Safety Research on the basis of the data from the National Medical Registers (LMR).

The period reviewed for traffic fatalities is 1996 – 2003; for the hospitalised victims this was 1996 – 2002. The extrapolated figures for 2003 will be released in the third quarter of 2004.

*Estimated actual figures* refer to the registered figures increased by a factor determined by the actual total in relation to the registered total number of traffic fatalities.

## **Actual figures for road safety**

It is the task of the police to record the road traffic accidents occurring in the Netherlands and to provide the AVV Transport Research Centre with this data. If the police are not alerted, an accident goes unrecorded. As a result, the database does not reflect the true number of accidents that have actually taken place.

In practice, it has been found that the nature of the accident and the mode of transport determine whether or not an accident is recorded. Very serious accidents are recorded more frequently than more minor accidents. Additionally, accidents involving cyclists are less likely to be recorded than those involving motorists.

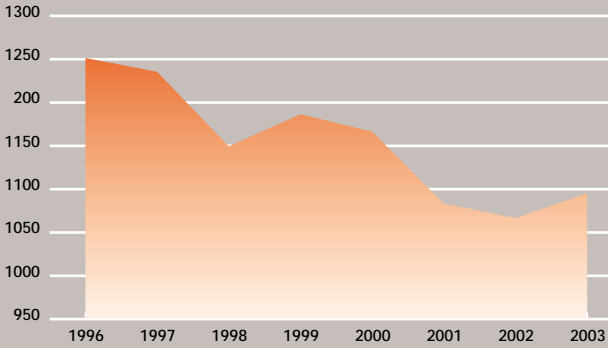
Effective policy requires accurate figures. To this end, the AVV, CBS and the SWOV Institute for Road Safety Research have laid down a system of scientific extrapolation methods to determine the actual road safety figures for the Netherlands.

## 1.1 Traffic fatalities per year

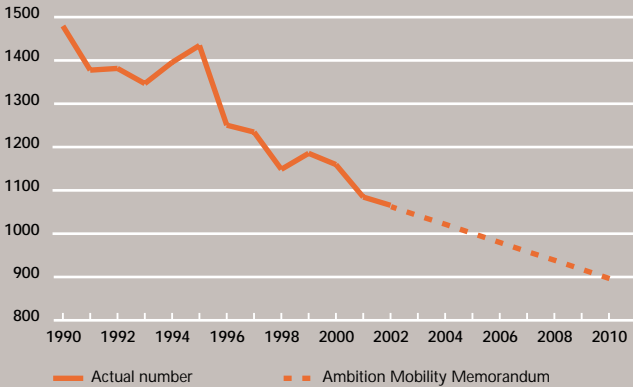
Actual numbers

Year	1996	1997	1998	1999	2000	2001	2002	2003
Number	1251	1235	1149	1186	1166	1083	1066	1088

Source: AVV/CBS



### Traffic fatalities and Ambition Mobility Memorandum

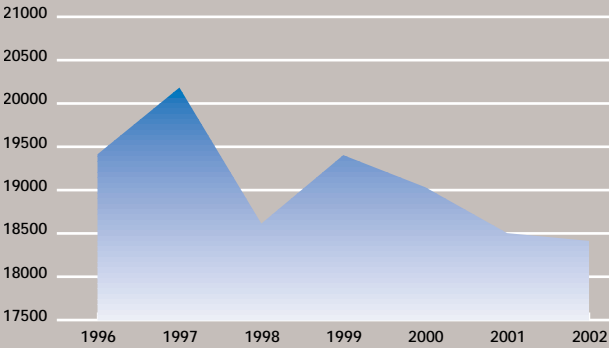


## 1.2 Hospitalised traffic victims per year

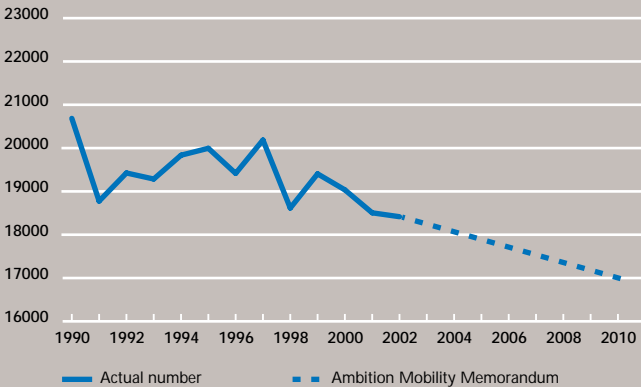
Actual numbers

Year	1996	1997	1998	1999	2000	2001	2002
Number	19420	20190	18620	19410	19040	18510	18420

Source: AVV



### Hospitalised traffic victims and Ambition Mobility Memorandum

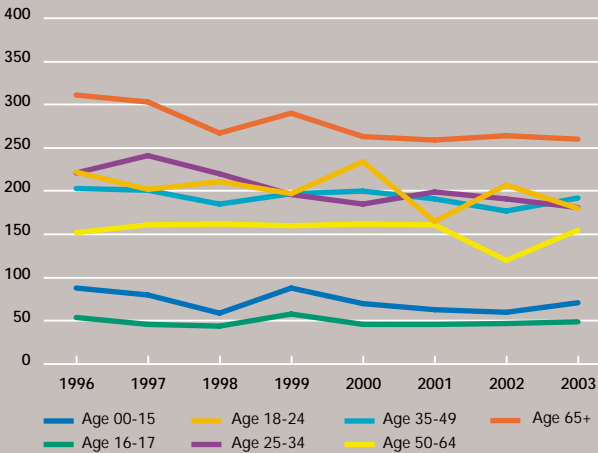


### 1.3 Traffic fatalities by age category

Actual numbers

Age	1996	1997	1998	1999	2000	2001	2002	2003
00-15	88	80	59	88	70	63	60	71
16-17	54	46	44	58	46	46	47	49
18-24	222	202	211	197	234	165	208	180
25-34	221	241	220	196	185	200	191	181
35-49	203	201	185	197	200	192	178	192
50-64	152	161	162	160	162	161	120	155
65+	311	303	267	290	263	256	262	260

Source: AVV/CBS

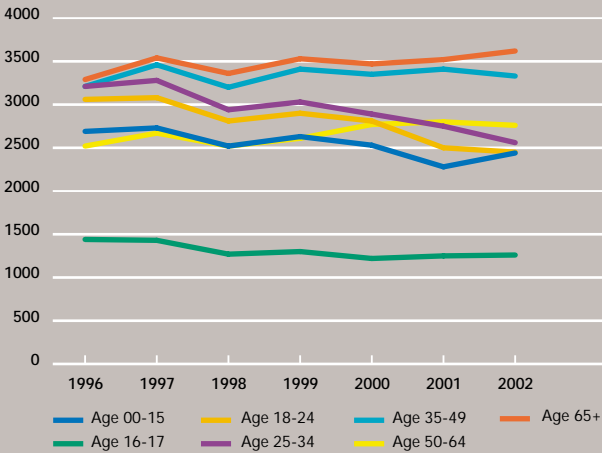


## 1.4 Hospitalised traffic victims by age category

Actual numbers

Age	1996	1997	1998	1999	2000	2001	2002
00-15	2690	2730	2520	2630	2530	2280	2440
16-17	1440	1430	1270	1300	1220	1250	1260
18-24	3060	3080	2810	2900	2810	2500	2450
25-34	3210	3280	2940	3030	2890	2750	2560
35-49	3210	3460	3200	3410	3350	3410	3330
50-64	2520	2670	2520	2610	2770	2800	2760
65+	3290	3540	3360	3530	3470	3520	3620

Source: AVV

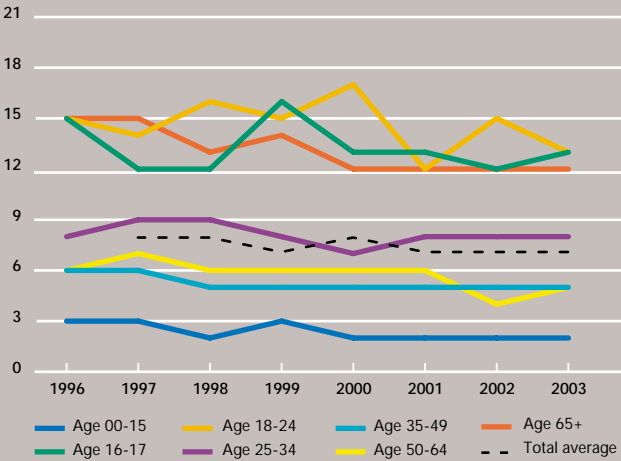


## 1.5 Traffic fatalities per 100,000 inhabitants

Actual numbers

Age	1996	1997	1998	1999	2000	2001	2002	2003
00-15	3	3	2	3	2	2	2	2
16-17	15	12	12	16	13	13	12	13
18-24	15	14	16	15	17	12	15	13
25-34	8	9	9	8	7	8	8	8
35-49	6	6	5	5	5	5	5	5
50-64	6	7	6	6	6	6	4	5
65+	15	15	13	14	12	12	12	12
Total	8	8	7	8	7	7	7	7

Source: AVV/CBS

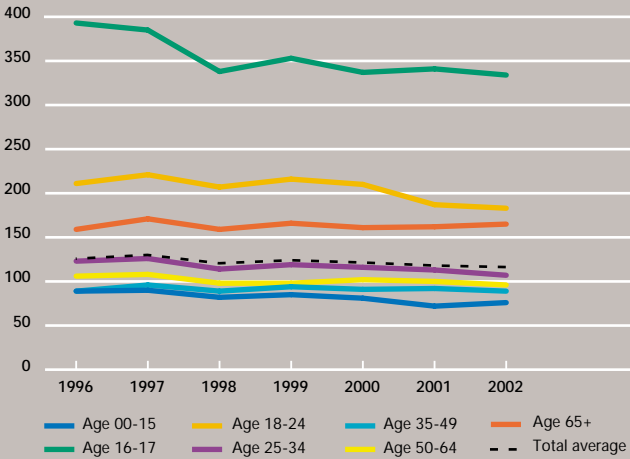


## 1.6 Hospitalised traffic victims per 100,000 inhabitants

Actual numbers

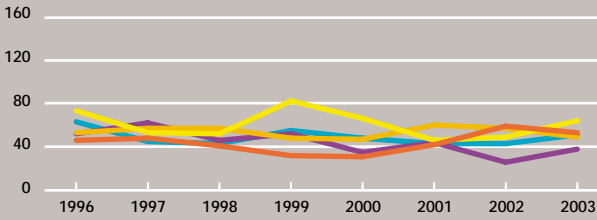
Age	1996	1997	1998	1999	2000	2001	2002
00-15	89	90	82	85	81	72	76
16-17	393	385	338	353	337	341	334
18-24	211	221	207	216	210	187	183
25-34	123	126	114	119	116	113	107
35-49	89	96	89	94	91	92	89
50-64	106	108	98	98	102	100	96
65+	159	171	159	166	161	162	165
Total	125	130	119	123	120	116	114

Source: AVV

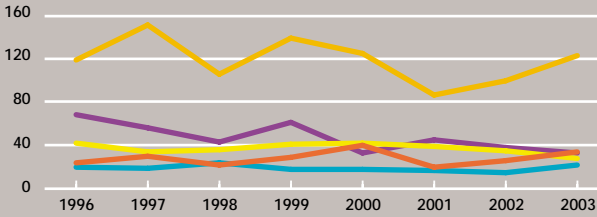


## 1.7 Traffic fatalities by decentral unit

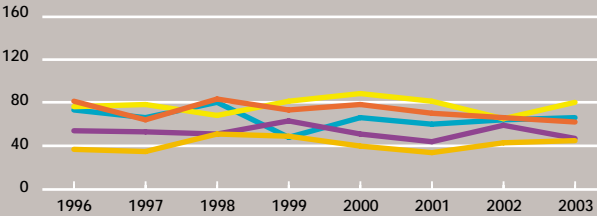
Estimated actual numbers



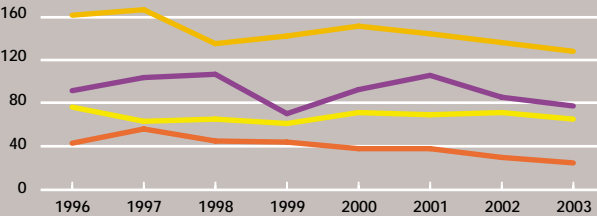
Groningen Drenthe Overijssel, other  
Friesland Twente region



Flevoland Gelderland, other Administrative authority Utrecht region  
Junction Arnhem/Nijmegen Utrecht, other



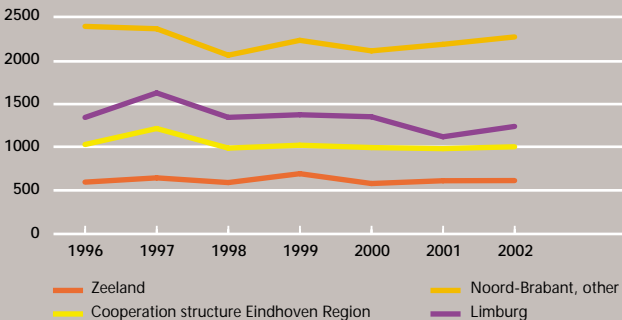
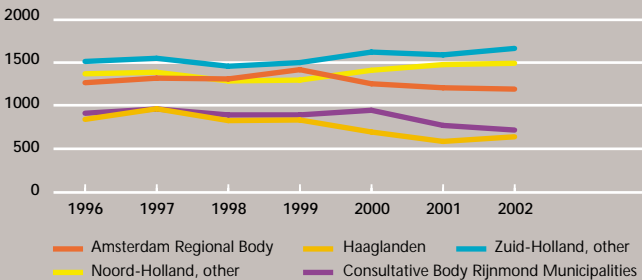
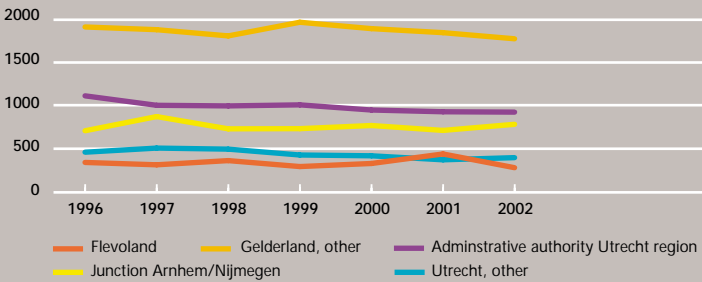
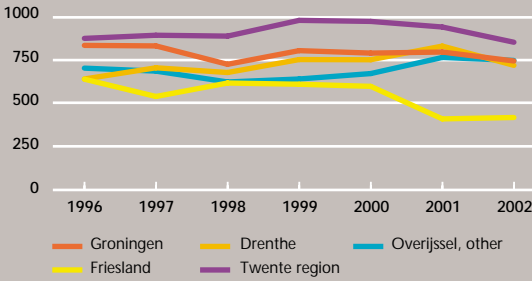
Amsterdam Regional Body Haaglanden Zuid-Holland, other  
Noord-Holland, other Consultative Body Rijnmond Municipalities



Zeeland Noord-Brabant, other  
Cooperation structure Eindhoven Region Limburg

## 1.8 Hospitalised traffic victims by decentral unit

Estimated actual numbers

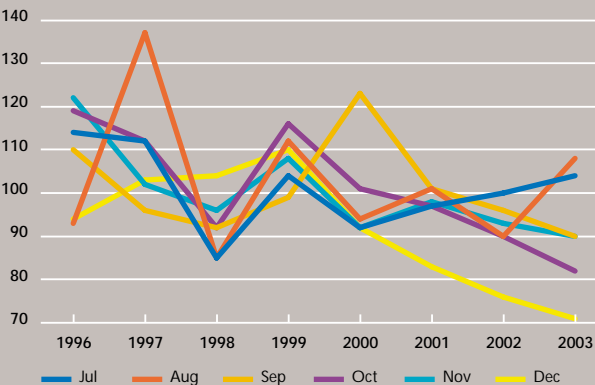
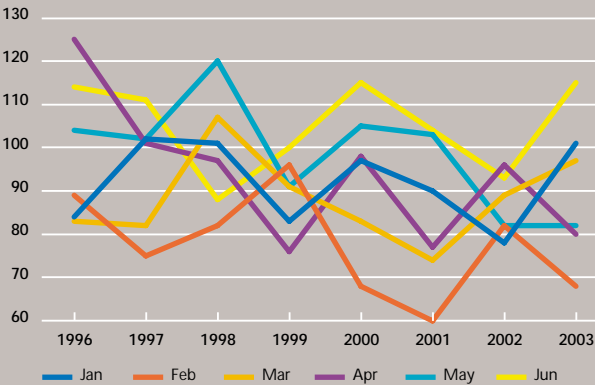


## 1.9 Traffic fatalities by month

Actual numbers

Month	1996	1997	1998	1999	2000	2001	2002	2003
January	84	102	101	83	97	90	78	101
February	89	75	82	96	68	60	82	68
March	83	82	107	91	83	74	89	97
April	125	101	97	76	98	77	96	80
May	104	102	120	91	105	103	82	82
June	114	111	88	100	115	104	93	115
July	114	112	85	104	92	97	100	104
August	93	137	85	112	94	101	90	108
September	110	96	92	99	123	101	97	90
October	119	112	92	116	101	97	90	82
November	122	102	96	108	92	98	93	90
December	94	103	104	110	92	83	76	71

Source: AVV/CBS

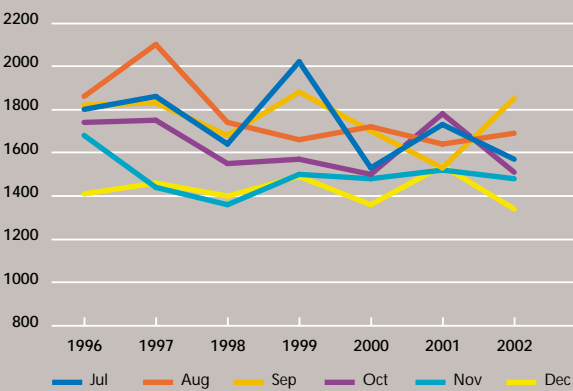
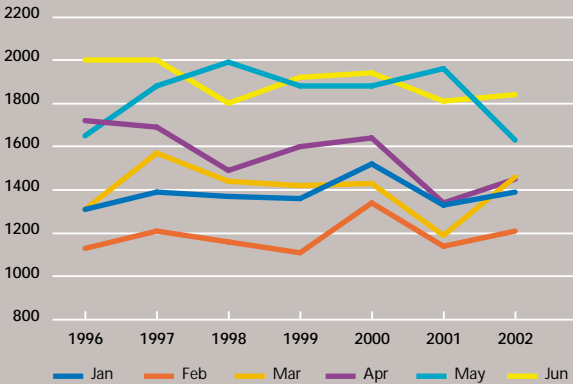


## 1.10 Hospitalised traffic victims by month

Actual numbers

Month	1996	1997	1998	1999	2000	2001	2002
January	1310	1390	1370	1360	1520	1330	1390
February	1130	1210	1160	1110	1340	1140	1210
March	1310	1570	1440	1420	1430	1190	1460
April	1720	1690	1490	1600	1640	1340	1450
May	1650	1880	1990	1880	1880	1960	1630
June	2000	2000	1800	1920	1940	1810	1840
July	1800	1860	1640	2020	1530	1730	1570
August	1860	2100	1740	1660	1720	1640	1690
September	1820	1830	1680	1880	1700	1530	1850
October	1740	1750	1550	1570	1500	1780	1510
November	1680	1440	1360	1500	1480	1520	1480
December	1410	1460	1400	1490	1360	1540	1340

Source: AVV

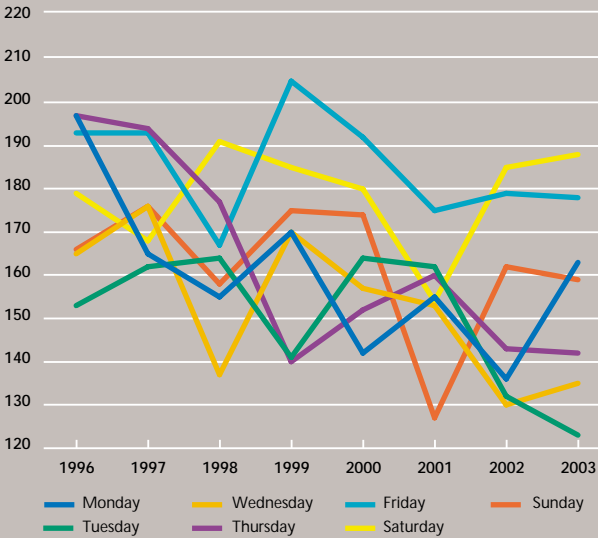


## 1.11 Traffic fatalities by day of the week

Actual numbers

Day	1996	1997	1998	1999	2000	2001	2002	2003
Monday	197	165	155	170	142	155	136	163
Tuesday	153	162	164	141	164	162	132	123
Wednesday	165	176	137	170	157	153	130	135
Thursday	197	194	177	140	152	160	143	142
Friday	193	193	167	205	192	175	179	178
Saturday	179	168	191	185	180	154	185	188
Sunday	166	176	158	175	174	127	162	159

Source: AVV/CBS

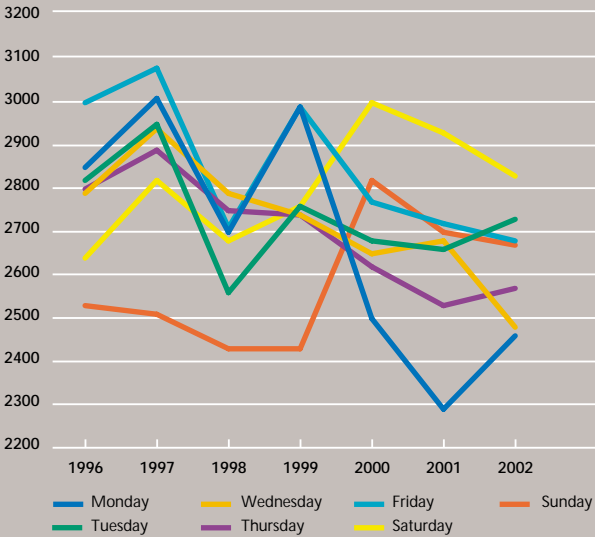


## 1.12 Hospitalised traffic victims by day of the week

Actual numbers

Day	1996	1997	1998	1999	2000	2001	2002
Monday	2850	3010	2700	2990	2500	2290	2460
Tuesday	2820	2950	2560	2760	2680	2660	2730
Wednesday	2790	2940	2790	2740	2650	2680	2480
Thursday	2800	2890	2750	2740	2620	2530	2570
Friday	3000	3080	2710	2990	2770	2720	2680
Saturday	2640	2820	2680	2760	3000	2930	2830
Sunday	2530	2510	2430	2430	2820	2700	2670

Source: AVV

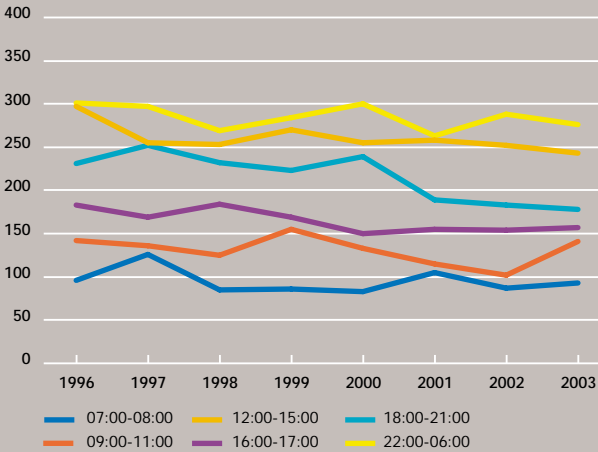


### 1.13 Traffic fatalities by time of day

Actual numbers

Time of day	1996	1997	1998	1999	2000	2001	2002	2003
07:00-08:00	96	126	85	86	83	105	87	93
09:00-11:00	142	136	125	155	133	115	102	141
12:00-15:00	297	255	253	270	255	258	252	243
16:00-17:00	183	169	184	169	150	155	154	157
18:00-21:00	231	252	232	223	239	189	183	178
22:00-06:00	301	297	269	284	300	263	288	276

Source: AVV/CBS

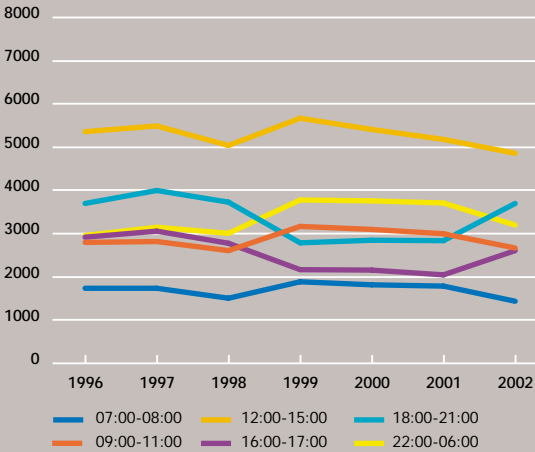


## 1.14 Hospitalised traffic victims by time of day

Actual numbers

Time of day	1996	1997	1998	1999	2000	2001	2002
07:00-08:00	1730	1730	1500	1880	1810	1780	1430
09:00-11:00	2790	2810	2600	3160	3090	2990	2660
12:00-15:00	5350	5480	5030	5660	5400	5170	4850
16:00-17:00	2910	3050	2770	2160	2150	2040	2600
18:00-21:00	3690	3990	3720	2780	2840	2830	3690
22:00-06:00	2950	3140	3000	3770	3750	3700	3190

Source: AVV

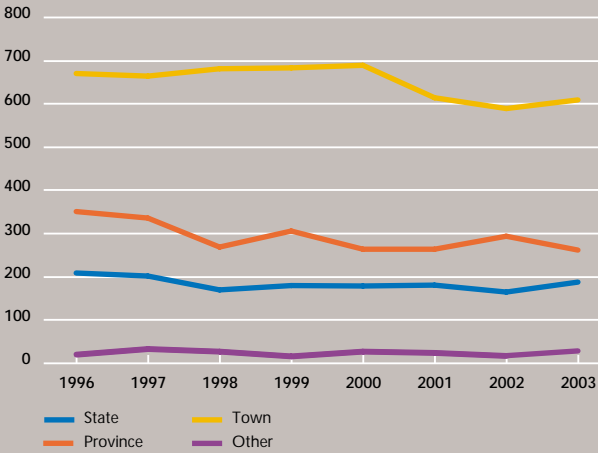


## 1.15 Traffic fatalities by road maintenance authority

Estimated actual numbers

Authority level	1996	1997	1998	1999	2000	2001	2002	2003
State	209	202	170	180	179	181	165	188
Province	351	336	269	306	264	264	294	262
Town	670	664	681	683	689	614	589	609
Other	21	34	28	17	28	25	18	29

Source: AVV/CBS

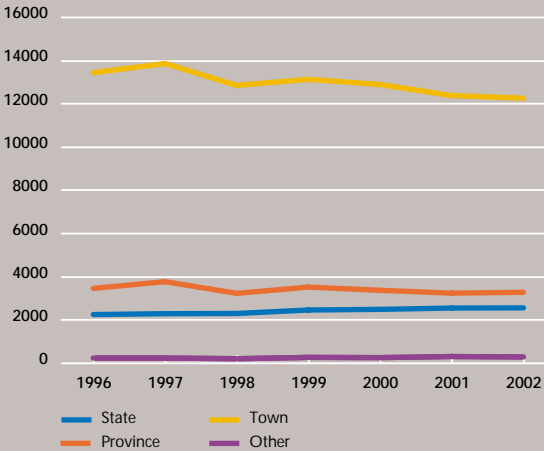


## 1.16 Hospitalised traffic victims by road maintenance authority

Actual numbers

Authority level	1996	1997	1998	1999	2000	2001	2002
State	2260	2300	2310	2470	2500	2560	2570
Province	3470	3780	3240	3530	3380	3250	3290
Town	13440	13860	12850	13130	12890	12380	12260
Other	250	250	220	280	270	320	300

Source: AVV

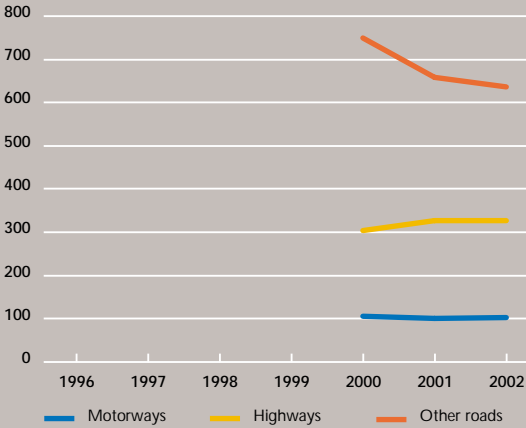


## 1.17 Traffic fatalities by road category

Actual numbers

Road category	2000	2001	2002
Motorways	107	101	103
Highways	306	326	327
Other roads	754	656	636

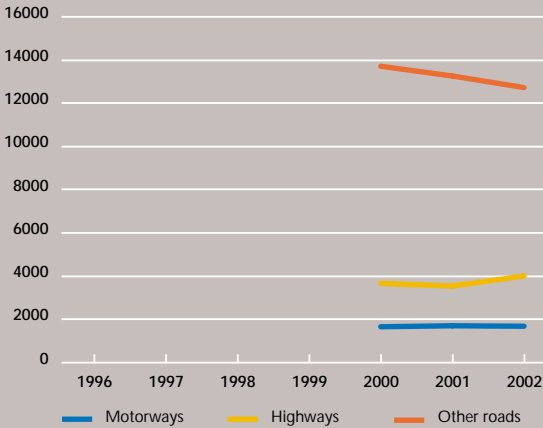
Source: AVV/CBS



## 1.18 Hospitalised traffic victims by road category

Actual numbers

Road category	2000	2001	2002
Motorways	1665	1710	1689
Highways	3670	3546	4012
Other roads	13705	13254	12719

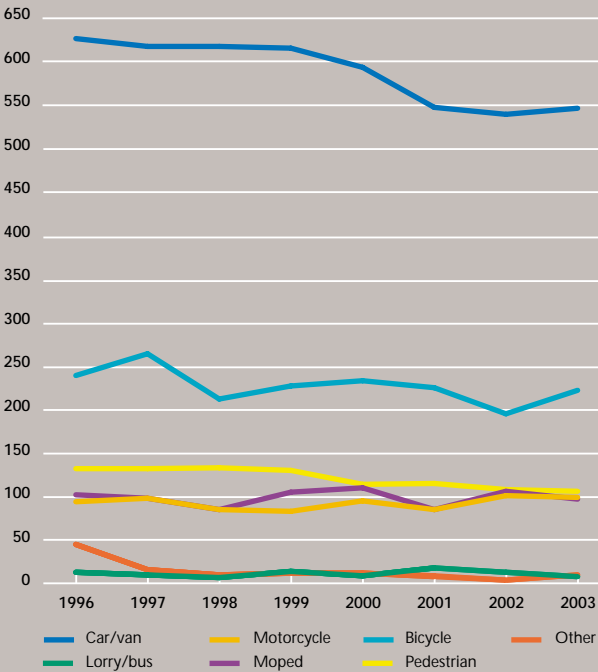


## 1.19 Traffic fatalities by transport mode

Actual numbers

Transport mode	1996	1997	1998	1999	2000	2001	2002	2003
Car/van	626	617	617	615	593	547	539	546
Lorry/bus	13	10	7	14	9	18	13	8
Motorcycle	94	98	85	83	95	85	101	99
Moped	102	98	85	105	110	85	106	97
Bicycle	239	264	212	227	233	225	195	222
Pedestrian	132	132	133	130	114	115	108	106
Other	45	16	10	12	12	8	4	10

Source: AVV/CBS

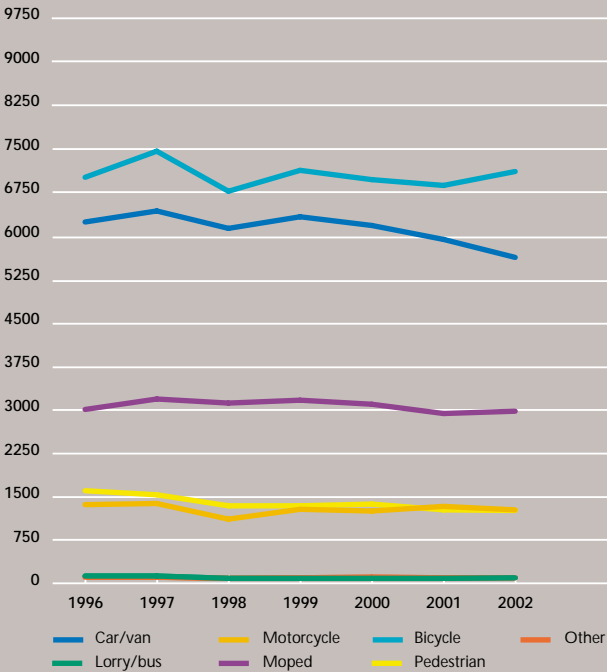


## 1.20 Hospitalised traffic victims by transport mode

Actual numbers

Transport mode	1996	1997	1998	1999	2000	2001	2002
Car/van	6230	6420	6120	6320	6170	5930	5620
Lorry/bus	130	130	90	90	90	90	100
Motorcycle	1360	1380	1110	1280	1250	1330	1270
Moped	3000	3180	3110	3160	3090	2930	2970
Bicycle	7000	7450	6760	7120	6960	6860	7100
Pedestrian	1600	1530	1340	1340	1370	1270	1260
Other	110	110	90	100	110	100	100

Source: AVV

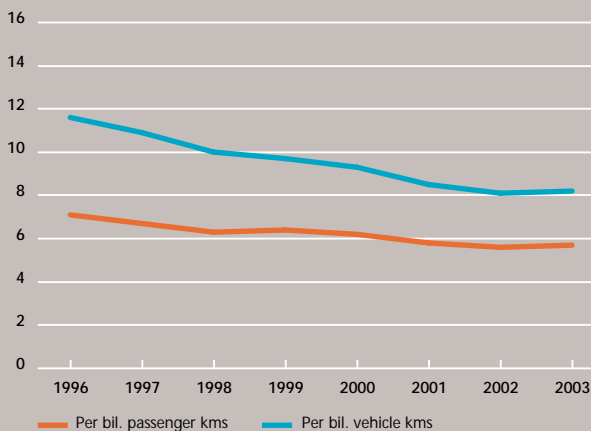


## 1.21 Traffic fatalities by passenger and vehicle kilometres

Actual numbers

	1996	1997	1998	1999	2000	2001	2002	2003
Passenger kms	176,7	183,2	182,8	186,6	186,6	187,6	189,3	189,8
Vehicle kms	108	113	115	122	126	127	131	133
Number fatalities	1251	1235	1149	1186	1166	1083	1066	1088
Fatalities per bil. passenger kms	7,1	6,7	6,3	6,4	6,2	5,8	5,6	5,7
Fatalities per bil. vehicle kms	11,6	10,9	10,0	9,7	9,3	8,5	8,1	8,2

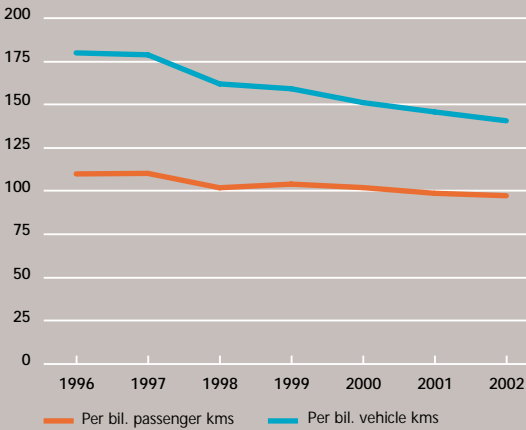
Source: AVV/CBS



## 1.22 Hospitalised traffic victims (HTV) by passenger and vehicle kilometres Actual numbers

	1996	1997	1998	1999	2000	2001	2002
Passenger kms	176,7	183,2	182,8	186,6	186,6	187,6	189,3
Vehicle kms	108	113	115	122	126	127	131
Number of HTVs	19420	20190	18620	19410	19040	18510	18420
Number of HTVs per bil. passenger kms	109,9	110,2	101,9	104,0	102,0	98,7	97,3
HTVs per bil. vehicle kms	179,8	178,7	161,9	159,1	151,1	145,7	143,9

Source: AVV

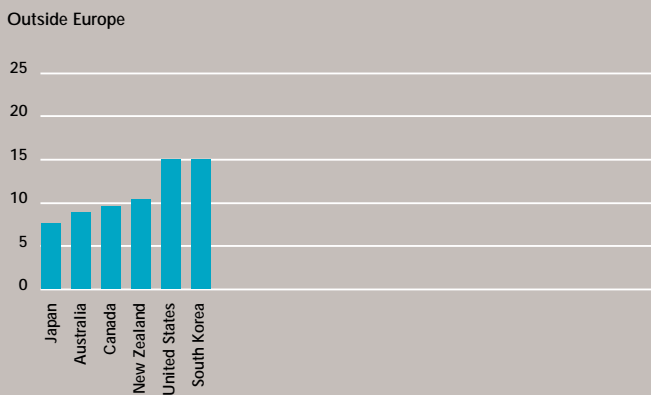
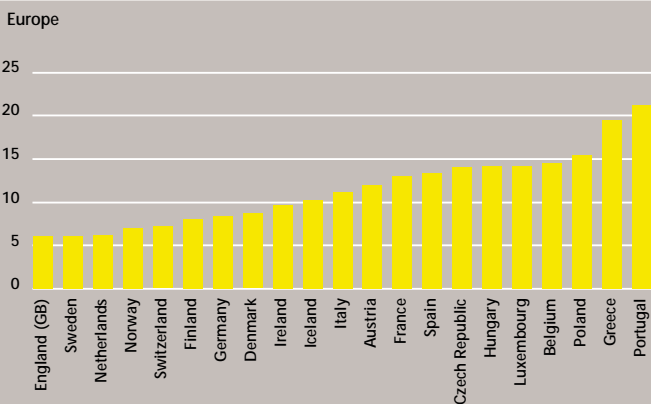


### 1.23 Traffic fatality rates in and outside Europe per 100,000 inhabitants in 2002 Recorded numbers

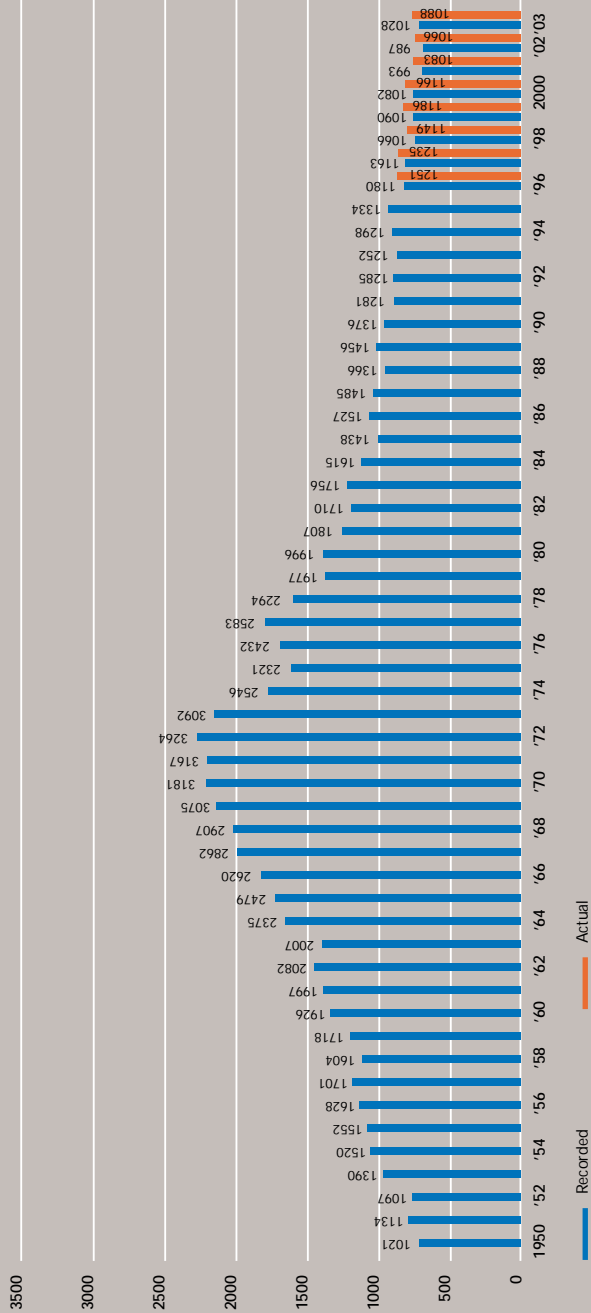
Europe				Outside Europe	
England (GB)	6.0	Italy	11.1 *	Japan	7.5
Sweden	6.0	Austria	11.9	Australia	8.8
Netherlands	6.1	France	12.9	Canada	9.5
Norway	6.9	Spain	13.2	New Zealand	10.3
Switzerland	7.1	Czech Republic	13.9	United States	14.9
Finland	8.0	Hungary	14.0	South Korea	14.9
Germany	8.3	Luxembourg	14.0		
Denmark	8.6	Belgium	14.4 *		
Ireland	9.6	Poland	15.3		
Iceland	10.1	Greece	19.3 *		
		Portugal	21.0 *		

\* figures of 2001 or earlier

Source: IRTAD (OECD)



## 1.24 Traffic fatalities 1950 - 2003





## 2 Indicators

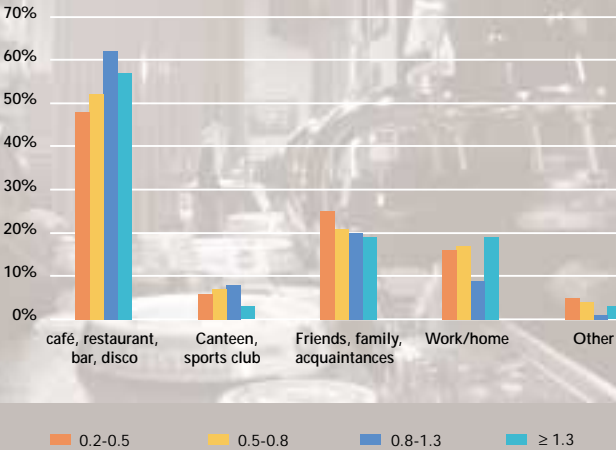
Indicators for subjects that can be classified as influence on behaviour. These include subjects such as alcohol abuse, seatbelt use, bicycle lighting, population growth, vehicle fleet, number of persons holding driver's licences, and traffic offences.

## 2.1 Drink-driving

The Spee teams, regional enforcement teams instituted to spearhead road safety, have identified drink-driving as one of five major themes to be addressed. Since 2003, these teams have been active in all twenty-five police districts in the Netherlands.

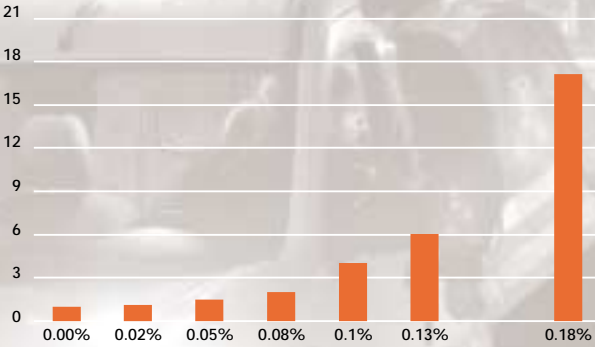
Percentage violators according to place of departure in 2002

Blood Alcohol Level (BAL)	0.2-0.5	0.5-0.8	0.8-1.3	≥ 1.3	≥ 0.5
Café, restaurant, bar, disco	48%	52%	62%	57%	57%
Canteen, sports club	6%	7%	8%	3%	7%
Friends, family, acquaintances	25%	21%	20%	19%	22%
Work/home	16%	17%	9%	19%	15%
Other	5%	4%	1%	3%	3%



## Blood Alcohol Level and accident risk

BAL (%)	0.00	0.02	0.05	0.08	0.10	0.13	0.18
Relative accident risk	1	1.1	1.5	2	4	6	17



## 2.2 Seatbelt use

Seatbelts were required to be installed in the front seats of all cars in 1971 and their use became mandatory in 1975. All cars have been required to be fitted with back seatbelts since 1 January 1990 and their use became mandatory on 1 April 1992.

### Percentage of seatbelt use (where fitted) by rear passengers

	1991	1992	1995	1997	1998	2000
In built-up areas	15	31	14	43	40	28
Outside built-up areas	12	37	20	38	43	36

The percentage of people using their seatbelts rises with the maximum speed limit:

	Drivers		Passengers	
	1998	2000	1998	2000
Motorway	80	87	82	85
Highway	80	85	83	83
Mixed-use traffic	69	76	73	76
Local traffic	66	72	71	72
Total inside the built-up area	67	74	72	74
Total outside the built-up area	80	86	82	84
Total	74	80	78	79

New measurements were conducted in 2002:

	In built-up area	Outside built-up area
Driver	83	91
Front passenger	85	92

Compared to 2000, the following percentages for seatbelt use were found:

	2000	2002
Driver	80	87
Front passenger	79	89
Rear passenger	32	52

The formation and introduction of the Spee teams (1998-2000) has clearly had a positive influence on seatbelt habits.

Percentage of drivers wearing seatbelts in 2000, by province

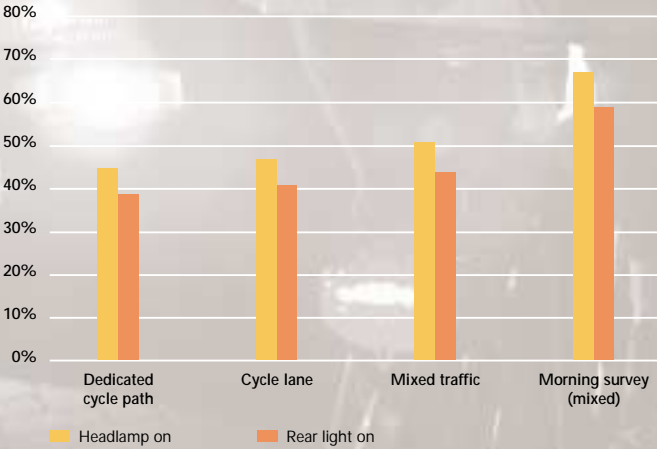


## 2.3 Bicycle lighting

It is generally felt that compliance with existing regulations for slow traffic is far from satisfactory. In 2003, the AVV caused a study to be carried out in order to explore the subject. Similar studies had previously been conducted by the SWOV, in 1993 and in 1996. The SWOV also calculated that if all cyclists were to use bicycle lighting at night or under conditions of reduced visibility, this would annually result in 2 fewer fatalities, 20 fewer hospitalised traffic victims and 380 other injuries. The AVV study yielded the following outcome:

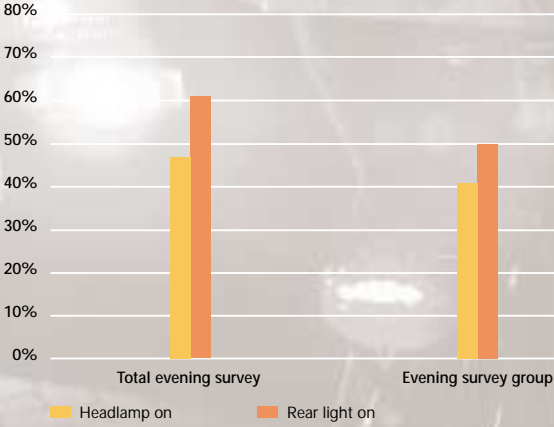
### Lighting percentages by road characteristics

	Headlamp on	Rear light on
Dedicated cycle path	45%	39%
Cycle lane	47%	41%
Mixed traffic	51%	44%
Morning survey (mixed)	67%	59%



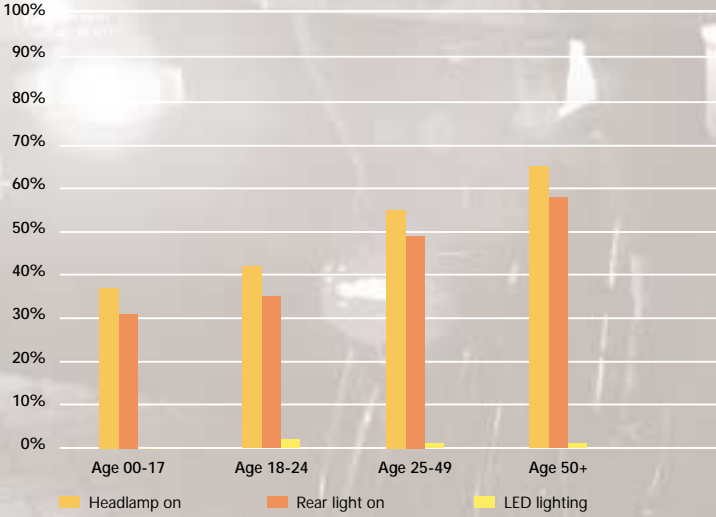
## Lighting percentages by individual cyclists or cyclists in groups

	Headlamp on	Rear light on
Total evening survey	47%	61%
Evening survey group	41%	50%



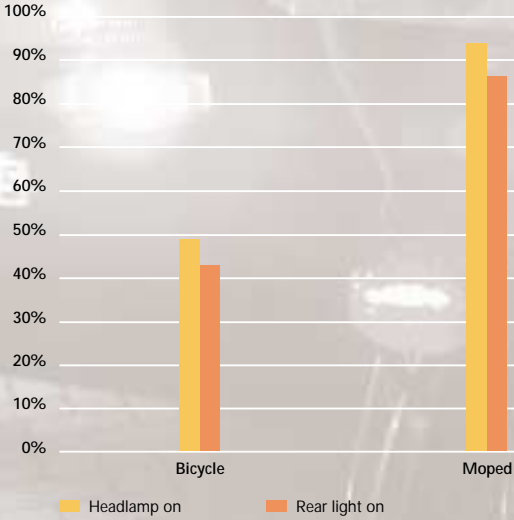
## Lighting percentages by age category

	Headlamp on	Rear light on	LED lighting
Age 00-17	37%	31%	0%
Age 18-24	42%	35%	2%
Age 25-49	55%	49%	1%
Age 50+	65%	58%	1%



## Lighting rates by type of two-wheeler

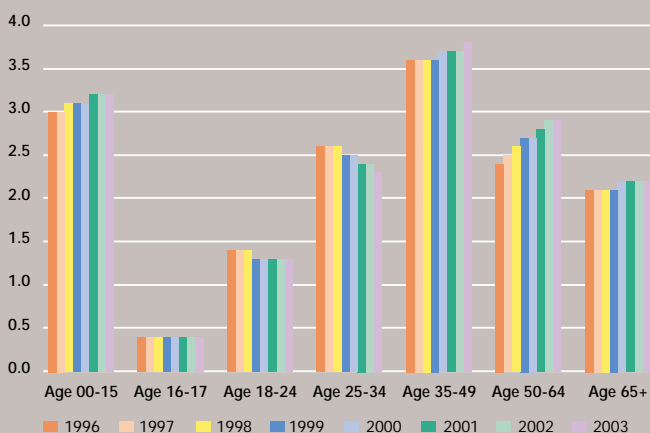
	Headlamp on	Rear light on
Bicycle	49%	43%
Moped	94%	86%



## 2.4 Composition of the population by age category

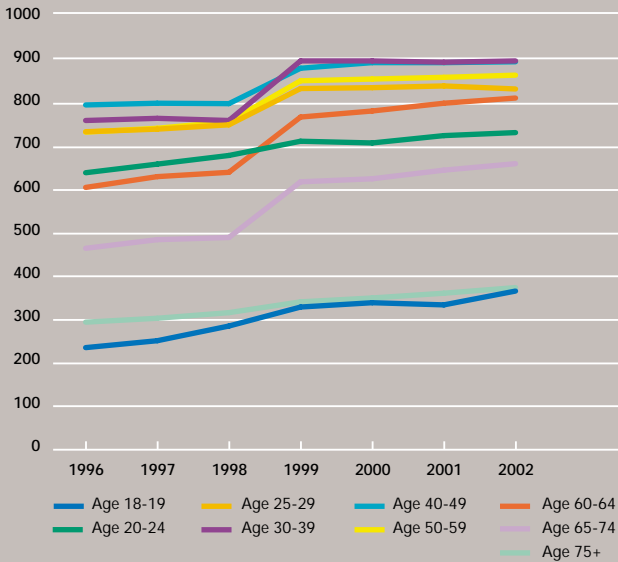
Numbers x million

Age	1996	1997	1998	1999	2000	2001	2002	2003
00-15	3.0	3.0	3.1	3.1	3.1	3.2	3.2	3.2
16-17	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
18-24	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.3
25-34	2.6	2.6	2.6	2.5	2.5	2.4	2.4	2.3
35-49	3.6	3.6	3.6	3.6	3.7	3.7	3.7	3.8
50-64	2.4	2.5	2.6	2.7	2.7	2.8	2.9	2.9
65+	2.1	2.1	2.1	2.1	2.2	2.2	2.2	2.2
<b>Total</b>	<b>15.5</b>	<b>15.6</b>	<b>15.7</b>	<b>15.8</b>	<b>15.9</b>	<b>16.0</b>	<b>16.1</b>	<b>16.2</b>



## 2.5 Number of licensed drivers per 1,000 inhabitants

Age	1996	1997	1998	1999	2000	2001	2002
18 - 19	236	252	286	330	340	335	367
20 - 24	641	661	681	714	710	727	734
25 - 29	736	742	752	836	838	842	835
30 - 39	762	767	762	900	900	897	900
40 - 49	798	802	801	883	896	896	898
50 - 59	735	744	759	854	858	862	867
60 - 64	607	632	642	770	784	802	814
65 - 74	466	486	491	620	627	647	662
75+	295	304	317	342	351	362	375
Total	5276	5390	5491	6249	6304	6370	6452



### Novice licence

The driving licence for novices, a special regulation applying to newly licensed drivers, was introduced in April 2002. Novice drivers must comply with stricter rules throughout the first five years after being granted a driving licence.

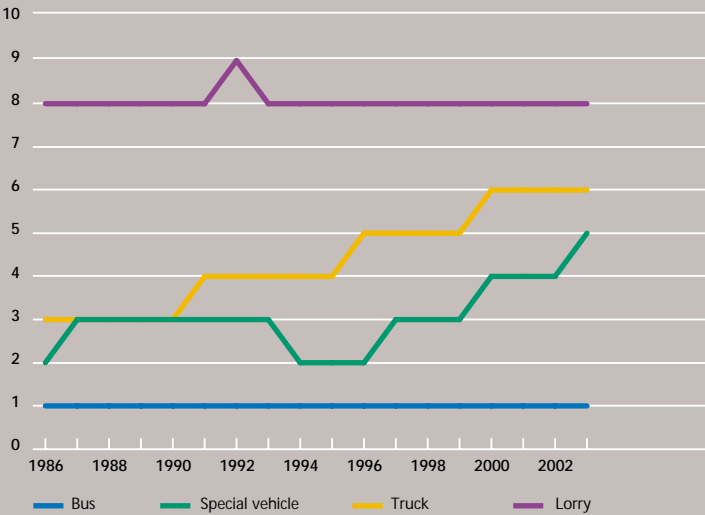
All new road users receive a penalty point if they are stopped for tailgating, or exceed the speed limit by more than thirty kilometres per hour, are found driving with an alcohol blood level of 0.8 or higher or cause a crash in which fatalities and serious injuries are involved.

A driver's driving licence will be suspended after the third driving offence. Should a subsequent driving skills examination reveal that the novice driver is unable to operate the vehicle at the required skill level, the licence will be declared invalid.

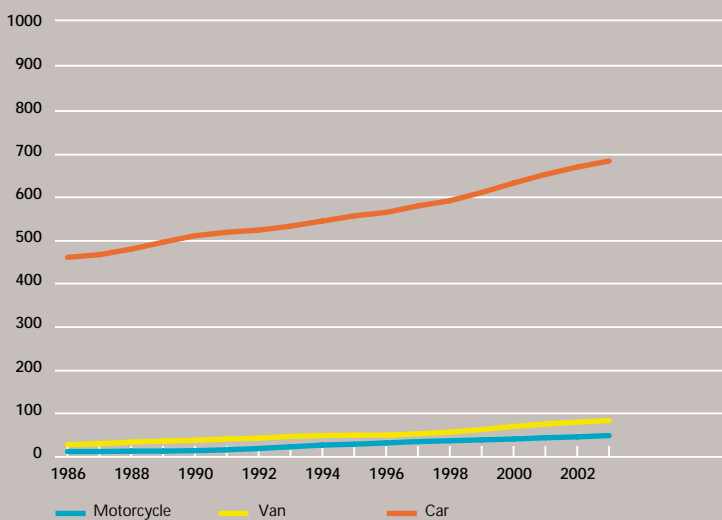
## 2.6 Vehicle fleet

Numbers x 10,000

	1986	1987	1988	1989	1990	1991	1992	1993
Bus	1	1	1	1	1	1	1	1
Special vehicle	2	3	3	3	3	3	3	3
Truck	3	3	3	3	3	4	4	4
Lorry	8	8	8	8	8	8	9	8
Motorcycle	12	12	13	13	14	16	19	23
Van	28	30	34	36	38	41	43	47
Car	462	468	481	497	512	520	525	534
<b>Total</b>	<b>515</b>	<b>525</b>	<b>542</b>	<b>561</b>	<b>580</b>	<b>593</b>	<b>603</b>	<b>621</b>



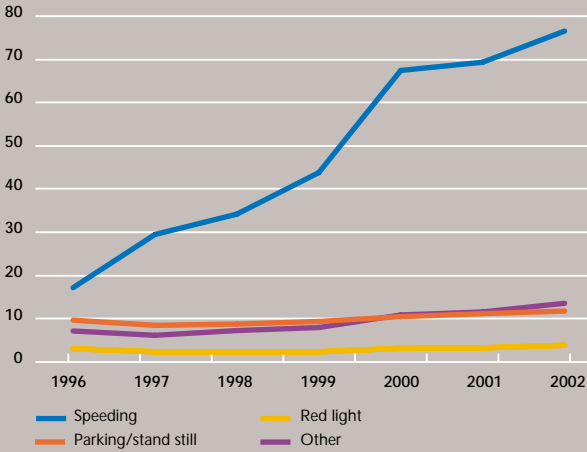
1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
1	1	1	1	1	1	1	1	1	1
2	2	2	3	3	3	4	4	4	5
4	4	5	5	5	5	6	6	6	6
8	8	8	8	8	8	8	8	8	8
27	29	32	35	37	39	41	44	46	49
49	50	50	53	57	63	70	76	80	84
546	558	566	581	593	612	634	654	671	685
638	653	664	686	704	732	764	793	817	839



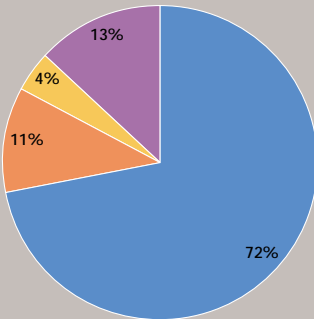
## 2.7 Registration of road traffic offences

Numbers x 100,000

Offence	1996	1997	1998	1999	2000	2001	2002
Speeding	17.2	29.5	34.2	43.8	67.4	69.3	76.5
Parking/stand still	9.7	8.5	8.8	9.4	10.5	11.2	11.8
Red light	3.1	2.4	2.3	2.4	3.2	3.3	3.9
Other	7.2	6.2	7.3	8	10.9	11.6	13.6
Total	37.2	46.5	52.6	63.7	92.0	95.4	105.7



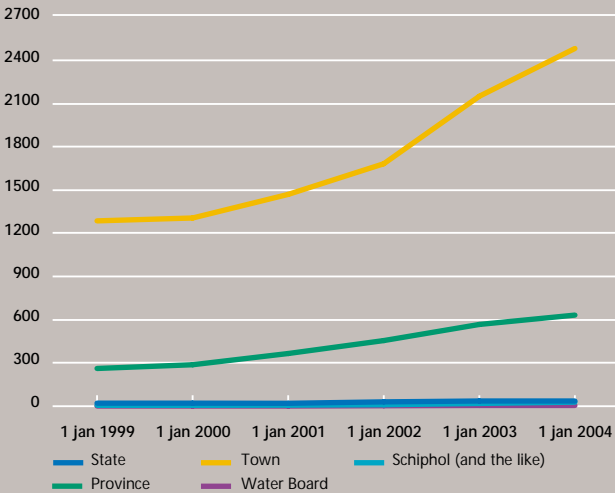
Percentage of road traffic offences 2003



## 2.8 Development in number of roundabouts

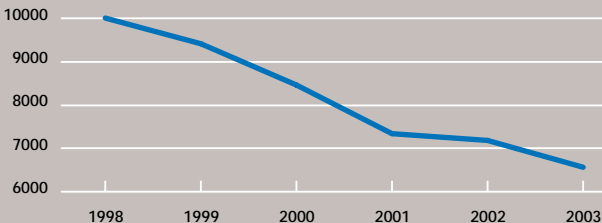
Situation as of 1 January

Road maintenance authority	1999	2000	2001	2002	2003	2004
State	20	20	19	29	35	35
Province	261	287	365	455	567	632
Town	1279	1299	1463	1676	2145	2477
Water Board	5	5	6	9	18	27
Schiphol (and the like)	0	0	0	2	4	4
<b>Total</b>	<b>1565</b>	<b>1611</b>	<b>1853</b>	<b>2171</b>	<b>2769</b>	<b>3175</b>



With a rising number of roundabouts, the number of accidents on roundabouts has reportedly fallen.

	1998	1999	2000	2001	2002	2003
Number of accidents	10018	9423	8467	7340	7183	6562





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