



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Infrastructure and the Environment, Directorate-general for Mobility and Transport (DGB)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤140 fatalities (2010-2020)

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2015	10 757 655
Cars and 4-wheeled light vehicles	8 794 037
Motorized 2- and 3-wheelers	652 336
Heavy trucks	133 889
Buses	9 597
Other	1 167 796

Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

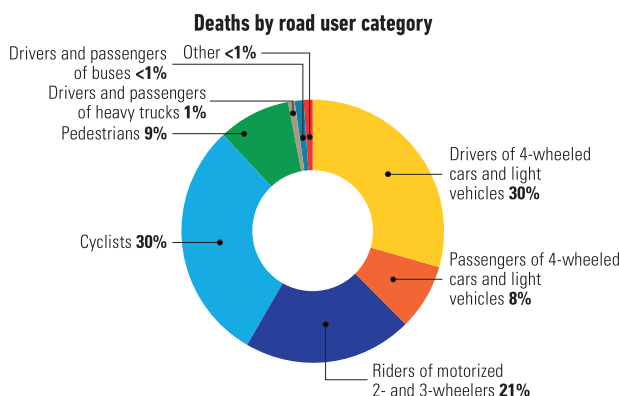
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA	
Reported road traffic fatalities (2015)	621 ^a (74% M, 26% F)
Reported rate per 100 000 population (2015)	3.7 ^a
WHO estimated road traffic fatalities (2016)	648 ^b
WHO estimated rate per 100 000 population (2016)	3.8 ^b

^a Dutch Statistics, Vital Statistics. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

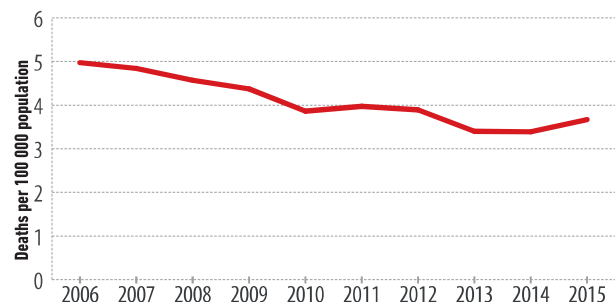
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	11-24% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	100% Drivers ^d , 84% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	97% Front seats ^f , 82% Rear seats ^f
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^g
Child restraint required	Up to 18 yrs/135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c 2013-2015, SWOV factsheet DUI
^d 2012, PROV final report
^e 2008, BVOM, 'Monitoring Bromfietshelmen 2008'
^f 2010, BIA report
^g Provided that the airbag is deactivated if child is in a rear-facing child restraint



Source: 2015, Dutch Statistics

Trends in reported road traffic deaths



Source: Dutch Statistics