We facilitate cycling worldwide as the most modern, efficient and sustainable means of transportation by sharing our expertise and technology as the world's number one cycling country.

Who are we?
The Dutch Cycling Embassy is a comprehensive network of:
> private companies: traffic and infrastructure consultants and manufacturers;
> NGOs, universities and research institutions;
> national and local governments.

What can we do for you?
The Dutch Cycling Embassy can put you in touch with its extensive Dutch network. Whether your goals involve research, planning, policy-making, product development, manufacturing, construction or building, we can help you find the best possible partners.

Dutch Cycling Embassy
Sharing know-how, experience and contacts

Web: > www.dutchcycling.nl
Email: > info@dutchcycling.nl
The Netherlands
A history of cycling innovation

With 27% of all traffic movements done by bike, we are the bicycle champions of the world. Our country has a bike-friendly infrastructure that promotes a healthier, more active lifestyle. Without wishing to boast, we at the Dutch Cycling Embassies can confidently say that our country is a veritable bicycle transport when it comes to sustainable transport.

In this highly motorised country, 17 million inhabitants own 23 million bicycles.

The Netherlands is a small, densely populated country in Western Europe. It is a wealthy country in which 1 in 2 people owns a car. Bicycle use, however, is higher than anywhere else in the world.

Every euro invested in cycling is well spent; better health, less congestion, fewer serious accidents, improved economy.

Cyclists even enjoy cleaner air. In Dutch cities, cyclists inhale less pollution than car drivers on the same route. A study has shown that if the inhabitants of Utrecht stopped cycling, car-use would increase from 20% to 88%. This would not only lead to traffic jams for fellow residents and more air pollution but also an increase of 70% trafficked CO₂-emissions.

Experience-based tips to promote city cycling

It is vital to join forces in order to make cycling a success. Dutch municipalities and local politicians need solutions to the problem of mass car use in their cities. Agencies support them in developing strategies, mobility plans and designs and the bicycle industry and producers of street furniture do their utmost. It is important to promote cycling.

We have succeeded in integrating cycling within urban and transport planning.

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The Netherlands
Sustainability

People in Amsterdam currently cycle more often than they drive their cars.

If weighted
Bike use in cities increased: in 1970, 26% of all walking journeys in Amsterdam involved a bike; by 1990, this had increased to 40%. This was managed to improve the safety of cycling and traffic fatalities fell from 2,200 in 1972 to 700 in 2010.

The advantage
- Increased bike use in cities that bike lanes by car
- Quality of life in cities improves
- Traffic congestion decreases
- Local city administrations improve

Driving a car is a day...

Innovation

People at all levels of income and occupation use the bicycle, including CEOs, ministers and members of the royal family. In the Netherlands people with high incomes cycle more often than people with lower incomes and women cycle more than men.

How much and how far?
- 14 million kilometres for bicycle every day
- Total of 510 billion kilometres per year (as much as travelling by train)
- Average cycling distance is 3 km
- 15% of all journeys between 10 and 15 km are made by bicycle.

Safety and security

Currently, the Netherlands has 38,500 kilometres of segregated cycle tracks. This is 18,000 more than in 1990. Clearly, the Dutch continue to invest in cycling.

This cycling has had an impact on the urban landscape. It is important to create cycle lanes so that cyclists and cars can share the roads safely. Along major roads, however, dedicated cycling infrastructure such as bike lanes and segregated cycle tracks are required. Millions of euros are thus invested in making intersections safe for cyclists or creating dedicated tunnels and bridges.

Amsterdam, for instance, spent 20 million euros (28 million dollars) a year on cycling projects between 2007 and 2012. The economic benefits far outweigh the costs.

- As bike use grows, accident rates go down.
- The number of cyclists killed per 100 million kilometres cycled and the percentage of journeys by bicycle in different countries:

Leisure and health

How much and how far?
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- 15% of all journeys between 10 and 15 km are made by bicycle.

The Dutch spend 1.4 billion dollars annually on bicycles. Dutch bikes are famous worldwide because they are robust, sustainable, reliable and easy to pedal. They also allow the user to carry passengers and goods.

We export about 1 million bikes per year.

Each year, thousands of bicycle rides are made worldwide. But do you know how we export bicycle innovation? Bicycle touring festivals! We also produce a wide variety of accessories. From child seats to cargo units. The Netherlands can now be considered a cycling laboratory, sharing perspectives for people and organizations interested in wanting to enjoy the benefits of cycling.

The Netherlands provides the widest range of cycling know-how, products and infrastructure.

- 58% of the bicycles sold are city bikes (and hybrids), i.e. bicycles for transport purposes.
- 1 in 3 bicycles sold is an electric bicycle.

The bicycle market

Cycling innovation started in the Netherlands. It is a country with a network of highways and recreational roads and half of the population makes recreational cycle tours. This type of activity supports road safety and contributes to a healthy lifestyle.

The Dutch are the cycling champions of the world. We take one million cycle holidays every year. All this cycling is only possible, of course, because the Dutch continue to invest in cycling. We spend about 700 million euros (1 billion dollars) every year white and about.

The United States

1 in 10 bicycles sold are city bikes and hybrids, i.e. bicycles for transport purposes.

People in Amsterdam currently cycle more often than they drive their cars.

The Netherlands
A history of cycling innovation

Traffic fatalities fell from 3,200 in 1972 to 700 in 2010.

It worked

Cycling has always been popular in the Netherlands. Since the 1960s, however, car-ownership and car-usage have increased significantly and bicycle usage has fallen, reaching an all-time low in 1990.

The Netherlands is a small, densely populated country in Western Europe. It is a wealthy country in which 1 in 2 people owns a car. Bicycle use, however, is higher than anywhere else in the world.

The Dutch are passionate about cycling. We continuously search for ways to innovate.

People at all levels of income and occupation use the bicycle, including CEOs, ministers and members of the royal family. In the Netherlands people with high incomes cycle more often than people with lower incomes and women cycle more than men.

Cycling is ageless. Children learn how to use a bicycle around the age of two and although teenagers and the most busy and bicycle users, adults of all ages and even the elderly often use the bicycle.

A blend of transportation

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Cycling is liberating. A bike ride a day...

Leisure and health

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