The Dutch have never been more mobile. Having the freedom to move around makes life more pleasant. Passenger vehicles and aeroplanes have enabled people to spend their leisure time wherever they want. Compared to a decade ago, Dutch commuters today live further away from their jobs, but – thanks to higher travel speeds – they still spend about the same time commuting. This jams. The challenge of drastically reducing greenhouse gas emissions, however, remains.

This is a 50% increase compared to 1990 levels.

Air traffic to and from Dutch airports has tripled since the 1980s.

Around 7.8 million cars in the Netherlands

54 million passengers in 2011

The Netherlands is the world’s number 1 bicycle country. A quarter of all journeys takes place by bicycle.

Motorised transport is responsible for a quarter of CO\textsubscript{2} emissions in the Netherlands, not even counting the emissions from international shipping and aviation.

The EU has set a target of 60% reduction in greenhouse gas emissions from transport for 2050, compared to 1990 levels.

The environmental consequences ...

... of increased motorised travel

The environmental consequences of increased motorised travel have significant consequences for the environment. Motorised transport is responsible for 23% of CO\textsubscript{2} emissions in the Netherlands, and it is a major contributor to greenhouse gas emissions. Despite the increase in motorised travel, the Netherlands remains committed to reducing greenhouse gas emissions by 60% by 2050 compared to 1990 levels.