

Mobiliteit in Cijfers

Tweewielers 2024 - 2025



Mobiliteit in Cijfers Tweewielers

2024 - 2025



Dit is een uitgave van
BOVAG en RAI Vereniging
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Voor u ligt de 2024-2025 uitgave 'Tweewielers' van Mobiliteit in Cijfers. Deze uitgave van BOVAG en RAI Vereniging brengt de Nederlandse markt voor motorfietsen, fietsen, brom- en snorfietsen nauwkeurig in kaart.

Ook treft u de ontwikkelingen aan die spelen in de ons omringende landen. Mobiliteit in Cijfers Tweewielers verschijnt, samen met Mobiliteit in Cijfers Auto's, ieder jaar.

Beide edities leveren goed onderbouwd cijfermateriaal dat onontbeerlijk is voor het maken van afgewogen beleidsbeslissingen.

BOVAG en RAI Vereniging
Amsterdam, oktober 2024

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1.1 Verkoop nieuwe fietsen

| (x 1.000) | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|------------------------------|--------------|--------------|--------------|------------|------------|------------|--------------|
| Totaal nieuwe fietsen | 1.011 | 1.007 | 1.098 | 923 | 855 | 804 | -6,0% |
| Waarvan e-bikes | 409 | 423 | 547 | 478 | 486 | 453 | -6,8% |

Bron: GfK, bewerking RAI Vereniging



1.2 Verkoop nieuwe fietsen naar categorie

| (x 1.000) | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|------------------------------------|--------------|--------------|--------------|------------|------------|------------|--------------|
| Totaal nieuwe fietsen | 1.011 | 1.007 | 1.098 | 923 | 855 | 804 | -6,0% |
| Stadsfiets | 341 | 331 | 286 | 233 | 195 | 180 | -8% |
| Elektrische fiets | 409 | 420 | 547 | 478 | 486 | 453 | -7% |
| Kinderfiets | 107 | 110 | 110 | 88 | 79 | 84 | 6% |
| Hybride incl. tracking bike | 44 | 40 | 36 | 25 | 19 | 19 | - |
| Overig, waarvan: | 111 | 106 | 119 | 99 | 75 | 68 | -9% |
| MTB/ATB | n.b. | n.b. | 58 | 51 | 37 | 30 | -19% |
| Sportshybride/Racefietsen | n.b. | n.b. | 49 | 35 | 25 | 25 | - |

Bron: GfK, bewerking RAI Vereniging



1.3 Verkoop nieuwe fietsen naar categorie (in €)

| Waarde in euro's incl. BTW (x 1.000) | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|--------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|
| Totaal nieuwe fietsen | 1.220.291 | 1.252.448 | 1.646.355 | 1.502.439 | 1.515.719 | 1.459.187 | -3,7% |
| Stadsfiets | 206.194 | 206.995 | 192.909 | 161.916 | 144.942 | 146.798 | 1% |
| Elektrische fiets | 823.353 | 868.029 | 1.234.590 | 1.147.277 | 1.210.666 | 1.166.632 | -4% |
| Kinderfiets | 26.969 | 27.419 | 27.218 | 21.902 | 21.413 | 22.662 | 6% |
| Hybride incl. tracking bike | 39.133 | 33.426 | 34.892 | 25.723 | 21.832 | 20.803 | -5% |
| Overig, waarvan: | 124.642 | 116.578 | 156.746 | 145.621 | 116.866 | 102.293 | -12% |
| MTB/ATB | n.b. | n.b. | 60.923 | 60.151 | 40.784 | 32.515 | -20% |
| Sportshybride/Racefietsen | n.b. | n.b. | 81.780 | 69.228 | 49.976 | 57.339 | 15% |

Bron: GfK, bewerking RAI Vereniging



1.4 Verkoop nieuwe fietsen naar prijsklasse (in %)

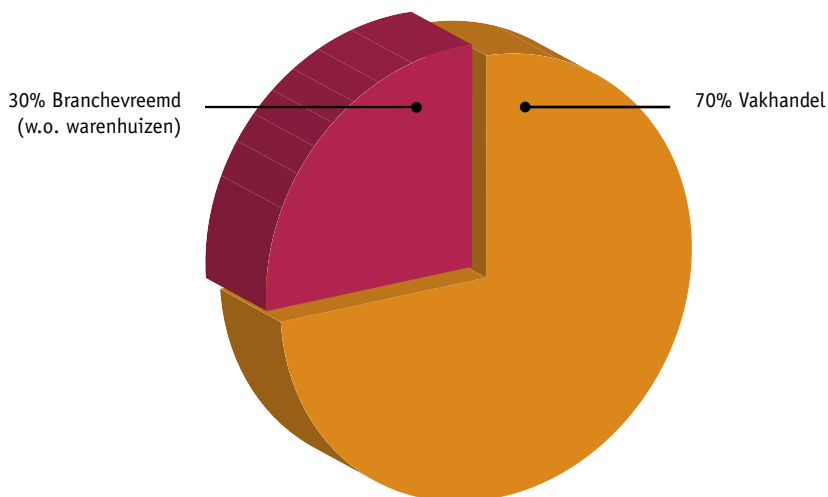
| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|---|--------------|--------------|--------------|--------------|--------------|--------------|-----------|
| Totaal | 100 | 100 | 100 | 100 | 100 | 100 | - |
| tot € 300 | 11,9 | 9,5 | 10,1 | 9,0 | 8,7 | 8,0 | -0,7% |
| € 300 tot € 500 | 14,2 | 11,5 | 8,7 | 6,6 | 5,2 | 7,0 | 1,8% |
| € 500 tot € 700 | 18,7 | 17,4 | 14,0 | 13,2 | 12,9 | 9,0 | -3,9% |
| € 700 tot € 900 | 12,6 | 12,8 | 11,8 | 10,7 | 9,4 | 9,0 | -0,4% |
| € 900 tot € 1.499 | 11,0 | 12,0 | 11,1 | 10,3 | 10,1 | 13,0 | 2,9% |
| € 1.500 tot € 2.099 | 12,0 | 15,0 | 14,5 | 13,2 | 11,5 | 15,0 | 3,5% |
| € 2.100 tot € 2.399 | 7,0 | 8,0 | 7,8 | 8,1 | 8,9 | 8,0 | -0,9% |
| € 2.400 tot € 2.699 | 5,0 | 6,0 | 8,8 | 9,8 | 9,5 | 8,0 | -1,5% |
| ≥ € 2.700 | 7,0 | 8,0 | 13,2 | 19,0 | 23,8 | 24,0 | 0,2% |
| Gem. aankoopbedrag (€) | 1.207 | 1.243 | 1.499 | 1.627 | 1.772 | 1.815 | 2% |
| Gem. aankoopbedrag vakhandel (€) | 1.222 | 1.323 | 1.548 | 1.737 | 1.912 | 1.983 | 4% |

Bron: GfK, bewerking RAI Vereniging



1.5 Plaats van aankoop nieuw aangeschafte fietsen (in %)

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|---|------|------|------|------|------|------|-----|
| Vakhandel | 74% | 73% | 71% | 71% | 69% | 70% | 1% |
| Branchevreemd (w.o. warenhuizen) | 26% | 27% | 29% | 29% | 31% | 30% | -1% |



Bron: GfK, bewerking RAI Vereniging

1.6 Fietsenpark (schatting)

| | | |
|------|--------------|-----------------------------------|
| 2000 | 17,8 miljoen | |
| 2005 | 18,0 miljoen | |
| 2006 | 18,0 miljoen | |
| 2007 | 18,0 miljoen | |
| 2008 | 18,0 miljoen | |
| 2009 | 19,0 miljoen | |
| 2010 | 20,0 miljoen | |
| 2011 | 20,8 miljoen | |
| 2012 | 22,3 miljoen | waarvan circa 1,0 miljoen e-bikes |
| 2013 | 22,3 miljoen | waarvan circa 1,0 miljoen e-bikes |
| 2014 | 22,5 miljoen | waarvan circa 1,2 miljoen e-bikes |
| 2015 | 22,7 miljoen | waarvan circa 1,3 miljoen e-bikes |
| 2016 | 22,8 miljoen | waarvan circa 1,4 miljoen e-bikes |
| 2017 | 22,8 miljoen | waarvan circa 1,8 miljoen e-bikes |
| 2018 | 22,9 miljoen | waarvan circa 2,1 miljoen e-bikes |
| 2019 | 22,9 miljoen | waarvan circa 2,4 miljoen e-bikes |
| 2020 | 23,1 miljoen | waarvan circa 2,9 miljoen e-bikes |
| 2021 | 23,4 miljoen | waarvan circa 3,4 miljoen e-bikes |
| 2022 | 23,9 miljoen | waarvan circa 3,8 miljoen e-bikes |
| 2023 | 24,1 miljoen | waarvan circa 4,2 miljoen e-bikes |

Bron: schatting RAI Vereniging



In 2023 reden er naar schatting meer dan 4 miljoen e-bikes rond in Nederland.

1.7 Productie, in- en uitvoer van fietsen

| (x miljoen) | 2018 | 2019 | 2020 | 2021 | 2022* | 2023* | +/- |
|--------------------|------------|------------|------------|------------|------------|------------|-------------|
| Productie | 1,0 | 1,2 | 1,2 | 1,2 | 1,2 | 1,2 | - |
| Invoer | 2,2 | 3,0 | 3,4 | 3,3 | 2,0 | 1,0 | -50% |
| | 3,2 | 4,2 | 4,6 | 4,5 | 3,2 | 2,2 | -31% |
| Uitvoer | 1,4 | 2,1 | 1,0 | 1,1 | 1,0 | 1,0 | - |
| Beschikbaar | 1,8 | 2,1 | 3,6 | 3,4 | 2,2 | 1,2 | -45% |

*Voorlopige cijfers. Bron: CBS, bewerking BOVAG



1.8 Invoer van fietsen naar herkomst

| Jaar | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | 2023 | | +/- | |
|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|-------------|-------------|
| | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde |
| | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | | |
| Totaal | 2.174.561 | 491.584 | 2.966.035 | 595.979 | 3.438.751 | 676.868 | 3.308.256 | 717.191 | 2.000.000 | 776.000 | 1.000.000 | 674.000 | -50% | -13% |
| w.v. EU | 1.414.599 | 293.785 | 2.091.339 | 360.892 | 2.570.918 | 423.784 | 2.313.581 | 455.188 | 1.000.000 | 468.000 | - | 400.000 | - | -15% |
| Niet-EU | 759.962 | 197.799 | 874.696 | 235.087 | 867.833 | 253.084 | 994.675 | 262.003 | 1.000.000 | 308.000 | - | 274.000 | - | -11% |

Bron: CBS, bewerking BOVAG



1.9 Invoer van elektrische fietsen naar herkomst

| Jaar | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | 2023 | | +/- | |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|-------------|
| | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde |
| | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | | |
| Totaal | 408.758 | 368.018 | 509.699 | 535.572 | 666.732 | 720.692 | 876.366 | 916.325 | 865.000 | 928.000 | 626.000 | 742.000 | -28% | -20% |
| w.v. EU | 207.182 | 195.644 | 329.814 | 338.982 | 434.561 | 457.674 | 609.223 | 621.131 | 539.000 | 544.000 | 375.000 | 403.000 | -30% | -26% |
| Niet-EU | 201.576 | 172.374 | 179.885 | 196.590 | 232.171 | 263.018 | 267.143 | 295.194 | 326.000 | 384.000 | 251.000 | 339.000 | -23% | -12% |

Bron: CBS, bewerking BOVAG



1.10 Uitvoer van fietsen naar bestemming

| Jaar | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | 2023 | | +/- | |
|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|----------|-------------|
| | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde |
| | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | | |
| Totaal | 1.071.278 | 601.206 | 1.069.630 | 665.096 | 1.042.254 | 726.535 | 1.088.194 | 793.257 | 1.000.000 | 807.000 | 1.000.000 | 639.000 | - | -21% |
| w.v. EU | 1.038.940 | 579.486 | 1.041.987 | 642.296 | 1.029.057 | 723.129 | 1.075.799 | 789.973 | - | 797.000 | - | 617.000 | - | -23% |
| Niet-EU | 32.338 | 21.720 | 27.643 | 22.800 | 13.197 | 3.406 | 12.395 | 3.284 | - | 10.000 | - | 22.000 | - | 120% |

Bron: CBS, bewerking BOVAG



1.11 Uitvoer van elektrische fietsen naar bestemming

| Jaar | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | 2023 | | +/- | |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|----------------|------------------|----------------|----------------|-------------|-------------|
| | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde | Aantal | Waarde |
| | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | x € 1.000 | | |
| Totaal | 402.099 | 503.780 | 491.947 | 675.215 | 604.502 | 888.056 | 724.753 | 1.090.430 | 815.000 | 1.106.000 | 528.000 | 775.000 | -35% | -30% |
| w.v. EU | 372.146 | 455.821 | 452.133 | 605.666 | 577.152 | 842.552 | 700.587 | 1.056.481 | 781.000 | 1.047.000 | 518.000 | 757.000 | -34% | -28% |
| Niet-EU | 29.953 | 47.959 | 39.814 | 69.549 | 27.350 | 45.504 | 24.166 | 33.949 | 34.000 | 59.000 | 10.000 | 18.000 | -71% | -69% |

Bron: CBS, bewerking BOVAG



1.12 Invoer van frames naar herkomst

| Jaar | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | 2023 | | +/- | |
|----------------|------------------|---------------------|------------------|---------------------|----------------|---------------------|------------------|---------------------|--------|---------------------|--------|---------------------|--------|------------|
| | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde |
| Totaal | 1.040.034 | 101.792 | 1.073.764 | 122.610 | 866.840 | 126.749 | 1.227.315 | 156.742 | - | 41.000 | - | 38.000 | - | -7% |
| w.v. EU | 28.588 | 1.964 | 53.986 | 3.475 | 30.696 | 2.550 | 198.627 | 12.506 | - | 39.000 | - | 37.000 | - | -5% |
| Niet-EU | 1.011.446 | 99.828 | 1.019.778 | 119.135 | 836.144 | 124.199 | 1.028.688 | 144.236 | - | 2.000 | - | 1.000 | - | -50% |

Bron: CBS, bewerking BOVAG



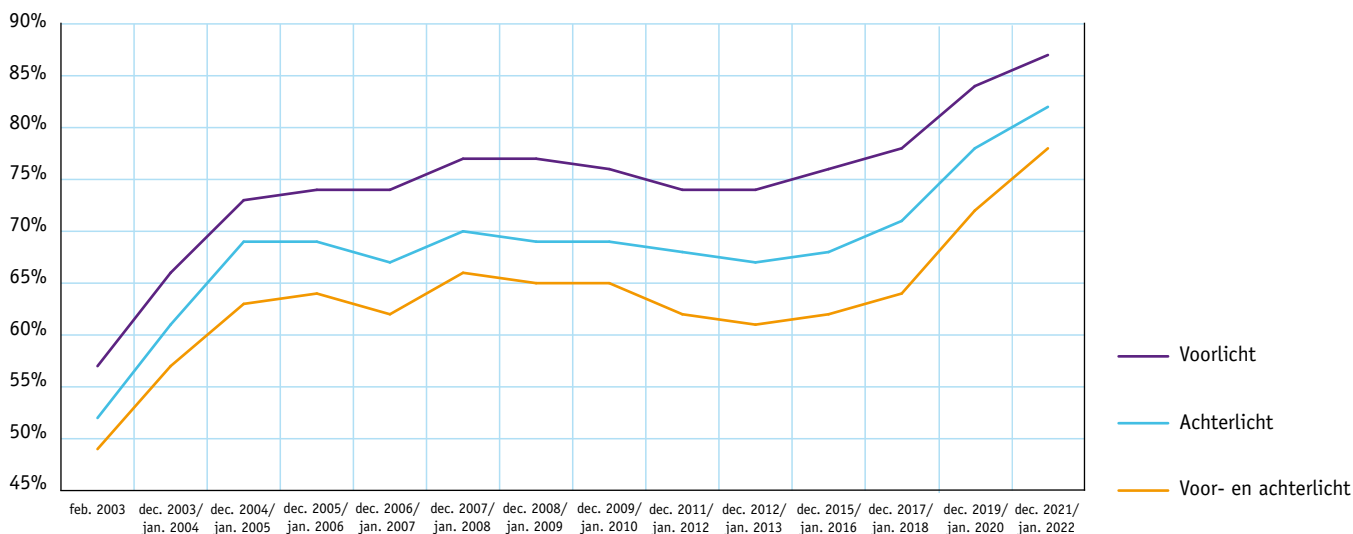
1.13 Verhouding aantal nieuw of tweedehands verkochte fietsen (in %)

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|--------------------|------------|------------|------------|------------|------------|------------|----------|
| Totaal | 100 | 100 | 100 | 100 | 100 | 100 | - |
| Nieuw | 66,1 | 68,4 | 71,9 | 69,7 | 69,1 | 68,2 | -1% |
| Tweedehands | 33,9 | 31,6 | 28,1 | 30,3 | 30,9 | 31,8 | 3% |

Bron: GFK, bewerking BOVAG



1.14 Percentage fietsers dat voor- en achterlicht voert (2003 - 2022)



Bron: RWS, Lichtvoering fietsers 2021/2022, bewerking BOVAG



BOVAG en RAI Vereniging organiseren jaarlijks samen met o.a. het ministerie van IenW, ANWB en de Fietsersbond de landelijke aftrap van de fietsverlichtingscampagne 'aan in het donker'.

1.15 Verkopen speed pedelecs

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Totaal | 2.930 | 3.839 | 4.705 | 4.011 | 4.370 | 3.967 | -9,2% |
| Stromer | 973 | 1.723 | 1.850 | 1.400 | 2.161 | 2.116 | -2% |
| Riese Und Mueller | 534 | 573 | 680 | 704 | 431 | 537 | 25% |
| Gazelle | 204 | 372 | 696 | 495 | 486 | 449 | -8% |
| Klever | 114 | 162 | 165 | 209 | 393 | 303 | -23% |
| Trek | 35 | 56 | 138 | 91 | 99 | 97 | -2% |
| Qwic | 109 | 175 | 244 | 252 | 184 | 81 | -56% |
| Koga | - | - | 3 | 35 | 67 | 73 | 9% |
| Giantco | 46 | 94 | 82 | 69 | 69 | 70 | 1% |
| Sparta | 31 | 9 | 8 | 142 | 158 | 65 | -59% |
| Flyer | 125 | 100 | 74 | 143 | 49 | 31 | -37% |
| Accell-Nederland | 139 | 168 | 293 | 181 | 81 | 25 | -69% |
| Celli Bikes | - | 2 | 17 | 12 | 10 | 18 | 80% |
| Cube Bikes | 2 | - | 129 | 106 | 49 | 17 | -65% |
| Kettler | - | - | 9 | 33 | 23 | 16 | -30% |
| Cannondale | 20 | 3 | - | 8 | 17 | 13 | -24% |
| Fuell | - | - | 19 | 7 | 17 | 11 | -35% |
| Specialized | 141 | 126 | 86 | 47 | 39 | 11 | -72% |
| Kalkhoff | 18 | 32 | 31 | 38 | 9 | 8 | -11% |
| Overige merken | 439 | 244 | 181 | 39 | 28 | 26 | -7% |

Bron: RDC, bewerking RAI Vereniging



Hoewel de speed pedelec het uitstekend deed tijdens Corona blijft de populariteit van deze variant achter op die van de reguliere e-bike.

1.16 Park speed pedelecs

| Per 31 december | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Totaal | 12.766 | 15.626 | 18.886 | 24.356 | 28.098 | 32.223 | 14,7% |
| Stromer | 3.025 | 3.974 | 5.544 | 7.539 | 8.976 | 11.234 | 25% |
| Riese Und Mueller | 3.083 | 3.607 | 4.099 | 4.877 | 5.531 | 5.917 | 7% |
| Sparta | 3.162 | 3.214 | 3.159 | 3.272 | 3.334 | 3.374 | 1% |
| Gazelle | 1.037 | 1.228 | 1.559 | 2.267 | 2.718 | 3.155 | 16% |
| Klever | 118 | 232 | 392 | 555 | 754 | 1.139 | 51% |
| Accell-Nederland | 287 | 417 | 576 | 853 | 1.009 | 1.076 | 7% |
| Qwic | - | 107 | 276 | 527 | 790 | 974 | 23% |
| Specialized | 268 | 397 | 511 | 598 | 635 | 672 | 6% |
| Flyer | 72 | 247 | 310 | 421 | 557 | 595 | 7% |
| Trek | 81 | 116 | 172 | 308 | 393 | 487 | 24% |
| Rad Power Bikes | - | - | - | 441 | 427 | 413 | -3% |
| Giantco | 57 | 104 | 200 | 279 | 341 | 407 | 19% |
| Kalkhoff | 260 | 282 | 312 | 355 | 382 | 377 | -1% |
| Cube Bikes | 18 | 20 | 21 | 151 | 252 | 295 | 17% |
| Winora-Staiger | 207 | 237 | 245 | 261 | 255 | 249 | -2% |
| ZEG | 231 | 241 | 258 | 270 | 261 | 248 | -5% |
| Diamant | 154 | 214 | 222 | 229 | 228 | 228 | - |
| Dutch ID | 141 | 299 | 297 | 193 | 188 | 185 | -2% |
| Cannondale | 123 | 144 | 143 | 153 | 160 | 172 | 8% |
| Stevens | 133 | 140 | 151 | 157 | 157 | 161 | 3% |
| Lynx Aps | 97 | 150 | 151 | 149 | 147 | 143 | -3% |
| Sundvall | - | - | - | 120 | 115 | 111 | -3% |
| Koga | - | - | - | 3 | 39 | 105 | 169% |
| Victoria | 90 | 94 | 94 | 93 | 92 | 92 | - |
| Kettler | - | - | - | 9 | 41 | 63 | 54% |
| Fuell | - | - | - | 18 | 25 | 39 | 56% |
| Focus | 34 | 34 | 35 | 34 | 35 | 34 | -3% |
| BH | 27 | 30 | 33 | 34 | 33 | 32 | -3% |
| Haibike | 1 | 5 | 12 | 26 | 28 | 31 | 11% |
| M1-Sporttechnik | 10 | 20 | 18 | 24 | 27 | 28 | 4% |
| MTB Cycletech | - | - | - | 22 | 25 | 26 | 4% |
| Celli Bikes | - | - | 2 | 11 | 17 | 21 | 24% |
| Grace | 20 | 24 | 23 | 23 | 21 | 19 | -10% |
| Hercules | 6 | 7 | 11 | 13 | 13 | 13 | - |
| Gepida | - | - | - | 2 | 8 | 11 | 38% |
| Moustache Bikes | 6 | 7 | 8 | 9 | 9 | 10 | 11% |
| Overige merken | 18 | 35 | 52 | 60 | 75 | 87 | 16% |

Bron: RDC, bewerking RAI Vereniging



Het totale aantal speed pedelecs is dan ook relatief klein, vergeleken met reguliere e-bikes.

1.17 Vervoersprestatie per Nederlander: fiets

| Jaar | Aantal km (x 1 mln) | Aantal inwoners | Aantal km/ per jaar/per inw | Aantal km/ per inw/per dag |
|-------|------------------------|--------------------|--------------------------------|-------------------------------|
| 1991 | 13.300 | 15.010.000 | 886 | 2,43 |
| 1992 | 13.300 | 15.129.000 | 879 | 2,41 |
| 1993 | 13.000 | 15.239.000 | 853 | 2,34 |
| 1994 | 13.400 | 15.342.000 | 873 | 2,39 |
| 1995 | 14.356 | 15.424.000 | 931 | 2,55 |
| 1996 | 13.516 | 15.494.000 | 872 | 2,39 |
| 1997 | 14.659 | 15.567.000 | 942 | 2,58 |
| 1998 | 13.656 | 15.654.000 | 872 | 2,39 |
| 1999 | 13.806 | 15.760.000 | 876 | 2,40 |
| 2000 | 13.723 | 15.864.000 | 865 | 2,37 |
| 2001 | 13.654 | 15.987.000 | 854 | 2,34 |
| 2002 | 13.001 | 16.193.000 | 803 | 2,20 |
| 2003 | 13.884 | 16.258.000 | 854 | 2,34 |
| 2004 | 14.391 | 16.292.000 | 883 | 2,42 |
| 2005 | 14.939 | 16.306.000 | 916 | 2,51 |
| 2006 | 14.726 | 16.334.000 | 902 | 2,47 |
| 2007 | 14.867 | 16.358.000 | 909 | 2,49 |
| 2008 | 14.442 | 16.485.787 | 876 | 2,40 |
| 2009 | 15.851 | 16.574.989 | 956 | 2,62 |
| 2010 | 14.408 | 16.655.799 | 865 | 2,37 |
| 2011 | 15.007 | 16.730.349 | 897 | 2,57 |
| 2012 | 14.800 | 16.779.719 | 882 | 2,52 |
| 2013 | 15.171 | 16.827.775 | 902 | 2,47 |
| 2014 | 16.324 | 16.829.289 | 970 | 2,79 |
| 2015 | 15.008 | 16.900.726 | 888 | 2,55 |
| 2016 | 14.619 | 16.979.120 | 861 | 2,47 |
| 2017 | 14.417 | 17.081.507 | 844 | 2,43 |
| 2018* | 19.844 | 17.181.084 | 1.155 | 3,16 |
| 2019* | 18.973 | 17.280.000 | 1.098 | 3,01 |
| 2020* | 16.624 | 17.407.585 | 955 | 2,61 |
| 2021 | 17.108 | 17.475.415 | 979 | 2,68 |
| 2022 | 19.490 | 17.590.672 | 1.108 | 3,04 |
| 2023 | 19.151 | 17.981.933 | 1.065 | 2,92 |

* 2018/2019/2020 Cijfers op basis van Odin.
Bron: CBS, bewerking BOVAG



1.18 Gemiddeld aantal fietskilometers per inwoner in een jaar, naar reismotief

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|--------------|--------------|------------|------------|--------------|--------------|
| Totaal | 1.155 | 1.098 | 955 | 979 | 1.108 | 1.065 |
| Van en naar werkadres | 247 | 237 | 160 | 163 | 202 | 208 |
| Sport, hobby, horecabezoek | 242 | 231 | 188 | 198 | 240 | 235 |
| Volgen onderwijs/cursus en kinderopvang | 158 | 154 | 97 | 96 | 127 | 133 |
| Winkelen, boodschappen doen | 129 | 121 | 114 | 109 | 132 | 124 |
| Toeren/wandelen | 209 | 187 | 244 | 244 | 227 | 191 |
| Visite/logeren | 80 | 71 | 70 | 76 | 79 | 77 |
| Diensten/verzorging | 21 | 22 | 17 | 24 | 25 | 23 |
| Zakelijk bezoek in werksfeer | 15 | 19 | 12 | 15 | 17 | 18 |
| Overige reismotieven | 54 | 55 | 52 | 54 | 59 | 57 |

Bron: CBS, vanaf 2018 Odin, bewerking BOVAG



1.19 Geregistreerde diefstal van fietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023* | +/- (%) |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------|
| Totaal | 68.180 | 66.675 | 61.755 | 59.950 | 77.500 | 85.190 | 10% |

* Voorlopige cijfers.

Bron: CBS, bewerking BOVAG



Mede door de groeiende populariteit van e-bikes neemt het aantal geregistreerde fietsdiefstallen sinds 2021 fors toe.

1.20 Lengte van fietsnetwerk in kilometers

| Jaar | 2022 |
|-------------------------|----------------|
| Totaal Nederland | 152.699 |
| Groningen | 7.199 |
| Friesland | 9.574 |
| Drenthe | 8.084 |
| Overijssel | 14.644 |
| Flevoland | 4.345 |
| Gelderland | 22.757 |
| Utrecht | 7.939 |
| Noord-Holland | 15.536 |
| Zuid-Holland | 18.803 |
| Zeeland | 7.276 |
| Noord-Brabant | 24.531 |
| Limburg | 12.010 |

Bron: CBS, Fietsersbond, bewerking BOVAG



1.21 Europa: verkoop nieuwe fietsen, incl. elektrische fietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Totaal (x 1.000) | 20.023 | 19.800 | 21.987 | 22.156 | 20.150 | 16.820 | -16,5% |
| Duitsland | 4.180 | 4.310 | 5.040 | 4.700 | 4.590 | 3.950 | -14% |
| Frankrijk | 2.706 | 2.652 | 2.685 | 2.790 | 2.596 | 2.232 | -14% |
| Groot-Brittannië | 2.209 | 2.613 | 2.908 | 3.250 | 2.045 | 1.703 | -17% |
| Italië | 1.595 | 1.713 | 2.010 | 1.975 | 1.772 | 1.363 | -23% |
| Spanje | 1.130 | 1.261 | 1.565 | 1.571 | 1.357 | 1.221 | -10% |
| Nederland | 1.014 | 1.007 | 1.103 | 923 | 858 | 804 | -6% |
| Polen | 1.045 | 1.010 | 900 | 1.100 | 880 | 650 | -26% |
| België | 744 | 761 | 651 | 752 | 730 | 567 | -22% |
| Denemarken | 580 | 518 | 465 | 550 | 545 | 444 | -19% |
| Tsjechië | 560 | 500 | 590 | 573 | 530 | 430 | -19% |
| Oostenrijk | 457 | 439 | 496 | 490 | 506 | 421 | -17% |
| Finland | 250 | 277 | 295 | 310 | 415 | 413 | - |
| Portugal | 395 | 372 | 512 | 436 | 412 | 411 | - |
| Zweden | 533 | 522 | 546 | 460 | 430 | 401 | -7% |
| Roemenië | 635 | 450 | 467 | 480 | 450 | 383 | -15% |
| Ierland | 260 | 248 | 356 | 440 | 410 | 341 | -17% |
| Hongarije | 200 | 230 | 267 | 271 | 244 | 203 | -17% |
| Slowakije | 160 | 134 | 190 | 220 | 223 | 182 | -18% |
| Slovenië | 350 | 118 | 140 | 165 | 219 | 176 | -20% |
| Griekenland | 151 | 159 | 221 | 220 | 117 | 125 | 7% |
| Kroatië | 350 | 118 | 145 | 130 | 115 | 91 | -21% |
| Bulgarije | 94 | 74 | 85 | 72 | 442 | 78 | -82% |
| Litouwen | 150 | 160 | 165 | 113 | 95 | 77 | -19% |
| Estland | 115 | 48 | 62 | 62 | 65 | 56 | -14% |
| Letland | 100 | 37 | 52 | 48 | 56 | 48 | -14% |
| Cyprus | 21 | 25 | 22 | 18 | 21 | 23 | 10% |
| Luxemburg | 20 | 33 | 40 | 31 | 22 | 22 | - |
| Malta | 19 | 11 | 11 | 6 | 5 | 5 | - |

Bron: CONEBI, bewerking RAI Vereniging



1.22 Europa: productie fietsen*

| Jaar | x 1.000 |
|------|---------|
| 2023 | 11.996 |
| 2022 | 15.263 |
| 2021 | 16.064 |
| 2020 | 14.527 |
| 2019 | 13.606 |
| 2018 | 12.266 |
| 2017 | 12.180 |
| 2016 | 12.666 |
| 2015 | 13.152 |
| 2014 | 11.939 |
| 2013 | 11.360 |
| 2012 | 11.537 |
| 2011 | 11.758 |
| 2010 | 12.241 |
| 2009 | 12.178 |
| 2008 | 13.246 |
| 2007 | 13.086 |
| 2006 | 13.320 |
| 2005 | 13.218 |
| 2004 | 13.232 |
| 2003 | 12.828 |
| 2002 | 12.272 |
| 2001 | 12.009 |
| 2000 | 14.531 |

* Inclusief elektrische fietsen.

Bron: CONEBI, bewerking RAI Vereniging

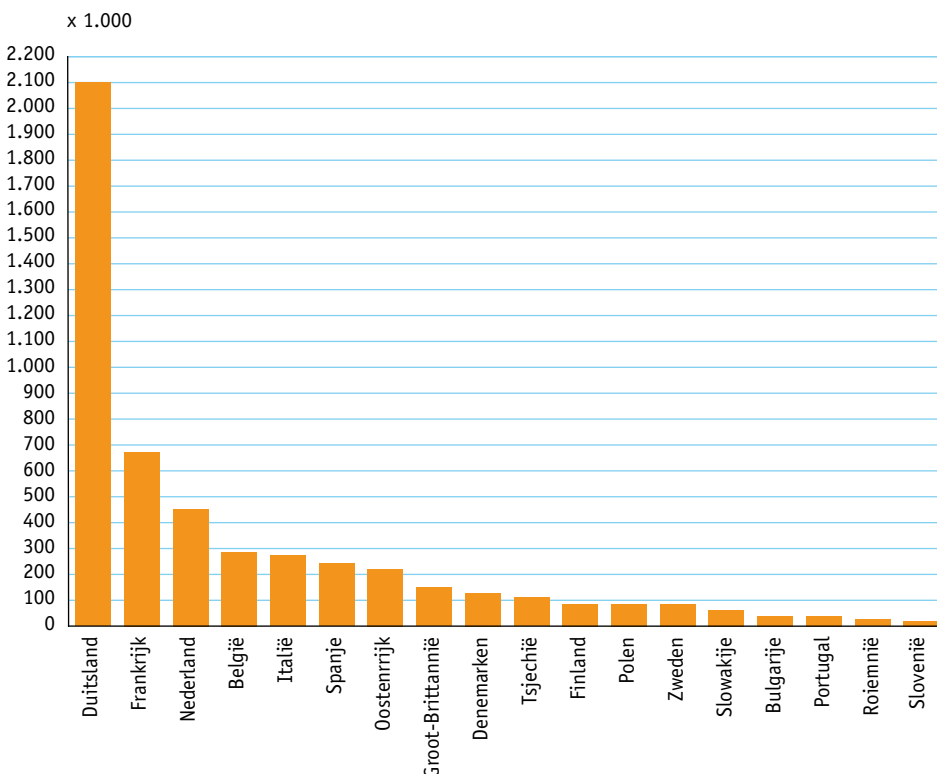


Door een extreem hoge vraag werd er tijdens Corona maximaal geproduceerd. Die piek nam af in 2023.

1.23 Europese Unie: verkoop elektrische fietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|
| Totaal (x 1.000) | 2.772 | 3.394 | 4.537 | 5.057 | 5.489 | 5.129 | 8,6% |
| Duitsland | 980 | 1.360 | 1.950 | 2.000 | 2.200 | 2.100 | -5% |
| Frankrijk | 338 | 388 | 515 | 659 | 738 | 673 | -9% |
| Nederland | 409 | 420 | 551 | 478 | 486 | 453 | -7% |
| België | 259 | 251 | 241 | 233 | 250 | 287 | 15% |
| Italië | 173 | 195 | 280 | 295 | 337 | 273 | -19% |
| Spanje | 110 | 143 | 213 | 224 | 236 | 242 | 2% |
| Oostenrijk | 150 | 171 | 204 | 222 | 247 | 221 | -11% |
| Groot-Brittannië | 61 | 101 | 153 | 230 | 165 | 150 | -9% |
| Denemarken | 55 | 68 | 75 | 100 | 135 | 128 | -5% |
| Tsjechië | 17 | 80 | 90 | 123 | 130 | 110 | -15% |
| Finland | 15 | 17 | 25 | 40 | 85 | 85 | - |
| Polen | 35 | 45 | 50 | 70 | 85 | 85 | - |
| Zweden | 103 | 86 | 96 | 90 | 90 | 85 | -6% |
| Slowakije | 5 | 14 | 30 | 60 | 73 | 62 | -15% |
| Bulgarije | 0 | 1 | 1 | 3 | 10 | 39 | 290% |
| Portugal | 24 | 13 | 12 | 96 | 98 | 39 | -61% |
| Roemenië | 5 | 6 | 7 | 30 | 30 | 26 | -15% |
| Slovenië | 3 | 8 | 10 | 15 | 24 | 20 | -15% |
| Hongarije | 5 | 5 | 6 | 23 | 21 | 11 | -49% |
| Ierland | 4 | 5 | 6 | 40 | 10 | 9 | -9% |
| Kroatië | 1 | 3 | 5 | 5 | 10 | 8 | -16% |
| Luxemburg | 3 | 4 | 5 | 6 | 7 | 7 | - |
| Letland | 1 | 1 | 2 | 3 | 6 | 5 | -10% |
| Estland | 3 | 2 | 2 | 2 | 5 | 5 | -10% |
| Litouwen | 10 | 5 | 5 | 3 | 5 | 4 | -14% |
| Griekenland | 2 | 2 | 5 | 5 | 5 | 3 | -38% |
| Malta | 1 | 0,5 | 0,5 | 1 | 1 | 0,6 | -40% |
| Cyprus | 1 | 0,1 | 0,6 | 0,5 | 0,2 | 0,2 | - |

2023

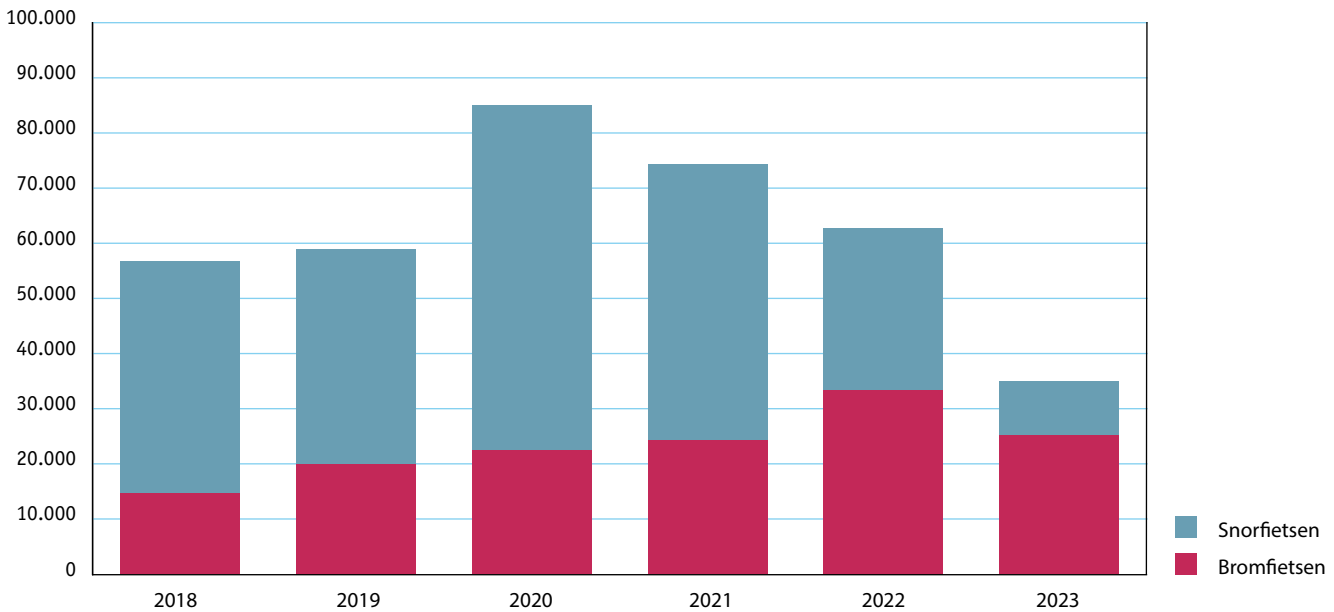


Bron: CONEBI, bewerking RAI Vereniging



2.1 Verkoop nieuwe brom- en snorfietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Totaal | 56.854 | 58.824 | 84.996 | 74.389 | 62.716 | 34.947 | -44,3% |
| Bromfietsen | 14.612 | 19.961 | 22.427 | 24.168 | 33.412 | 25.094 | -25% |
| Snorfietsen | 42.242 | 38.863 | 62.569 | 50.221 | 29.304 | 9.853 | -66% |



Aantallen zijn exclusief speed pedelecs.

Bron: RDC, bewerking RAI Vereniging



In 2023 zien we de extreme gevolgen voor snorfietsen na de invoering van een helmplicht.

2.2 Verkoop nieuwe bromfietsen naar merk

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Totaal | 14.612 | 19.961 | 22.427 | 24.168 | 33.407 | 25.094 | -24,9% |
| Piaggio | 2.795 | 3.994 | 3.748 | 3.435 | 4.989 | 3.845 | -23% |
| La Souris | 570 | 816 | 1.419 | 2.273 | 3.697 | 3.464 | -6% |
| SYM | 3.878 | 4.790 | 4.778 | 4.155 | 3.914 | 3.007 | -23% |
| Super Soco | 66 | 121 | 248 | 1.778 | 1.922 | 1.434 | -25% |
| Segway | - | - | - | 802 | 2.578 | 1.168 | -55% |
| Kymco | 1.560 | 1.924 | 1.974 | 1.489 | 1.111 | 1.152 | 4% |
| Iva | 104 | 253 | 327 | 539 | 1.461 | 1.052 | -28% |
| Senzo | 323 | 431 | 439 | 580 | 728 | 946 | 30% |
| Peugeot | 751 | 1.237 | 1.186 | 1.192 | 1.110 | 841 | -24% |
| Yadea | 21 | 14 | 57 | 66 | 86 | 701 | 715% |
| GTS | 309 | 352 | 354 | 327 | 605 | 660 | 9% |
| Niu | 468 | 979 | 1.251 | 1.315 | 2.583 | 653 | -75% |
| AGM | 669 | 714 | 742 | 308 | 600 | 570 | -5% |
| Beta | 50 | 102 | 158 | 192 | 247 | 505 | 104% |
| E-Max | 179 | 161 | 41 | 363 | 1.272 | 373 | -71% |
| Aprilia | 90 | 148 | 212 | 314 | 484 | 333 | -31% |
| Horwin | - | - | - | 29 | 130 | 324 | 149% |
| BTC | 597 | 618 | 574 | 217 | 363 | 262 | -28% |
| Killerbee | 9 | 29 | 62 | 214 | 323 | 260 | -20% |
| Hanway | 104 | 277 | 895 | 142 | 227 | 237 | 4% |
| Sherco | 1 | 1 | 12 | 33 | 146 | 217 | 49% |
| Santini | 9 | 16 | 19 | 349 | 446 | 214 | -52% |
| Elveco | 79 | 105 | 181 | 225 | 232 | 210 | -9% |
| Momo | 12 | 82 | 116 | 115 | 235 | 168 | -29% |
| Rieju | 30 | 55 | 123 | 129 | 121 | 143 | 18% |
| Mash | 202 | 216 | 216 | 182 | 197 | 134 | -32% |
| Silence | 28 | 25 | 18 | 78 | 429 | 134 | -69% |
| Brekr | - | - | 61 | 176 | 217 | 131 | -40% |
| Capri | 41 | 47 | 343 | 173 | 112 | 121 | 8% |
| Luqi | 10 | 9 | 15 | 65 | 167 | 120 | -28% |
| Light Bee | - | 5 | 57 | 32 | 76 | 107 | 41% |
| Ecooter | 1 | 70 | 151 | 139 | 180 | 98 | -46% |
| Yamaha | 453 | 429 | 363 | 219 | 38 | 76 | 100% |
| DJJD | 2 | 84 | 141 | 179 | 217 | 69 | -68% |
| Mangosteen | - | 13 | 53 | 99 | 143 | 68 | -52% |
| Talaria | - | - | - | - | 14 | 66 | 371% |
| Berini | 76 | 81 | 65 | 79 | 103 | 64 | -38% |
| Eurocka | - | - | 14 | 69 | 108 | 62 | -43% |
| Carver | - | 9 | 70 | 200 | 98 | 59 | -40% |
| Marengo | - | - | - | 1 | 38 | 46 | 21% |
| Overige merken | 1.125 | 1.754 | 1.944 | 1.896 | 1.660 | 1.000 | -40% |

Aantallen zijn exclusief speed pedelecs.

Bron: RDC, bewerking RAI Vereniging



2.3 Verkoop nieuwe snorfietsen naar merk

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|----------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|
| Totaal | 42.242 | 38.863 | 62.569 | 50.220 | 29.300 | 9.853 | -66,4% |
| La Souris | 3.001 | 2.607 | 6.250 | 6.566 | 4.538 | 1.638 | -64% |
| AGM | 2.122 | 2.035 | 3.945 | 2.298 | 2.342 | 1.005 | -57% |
| SYM | 6.549 | 5.955 | 8.048 | 5.648 | 2.360 | 891 | -62% |
| Piaggio | 12.618 | 9.888 | 12.221 | 8.251 | 4.173 | 829 | -80% |
| Segway | - | - | - | 829 | 2.219 | 671 | -70% |
| Iva | 385 | 591 | 765 | 1.279 | 1.646 | 647 | -61% |
| GTS | 1.789 | 1.640 | 2.579 | 2.049 | 1.221 | 460 | -62% |
| Spyder Wheelz | - | 34 | 1.477 | 3.690 | 1.274 | 420 | -67% |
| Niu | 1.119 | 1.395 | 2.781 | 2.207 | 1.360 | 339 | -75% |
| Senzo | 1.549 | 1.343 | 1.573 | 1.412 | 644 | 307 | -52% |
| Peugeot | 1.622 | 1.971 | 2.854 | 2.043 | 549 | 265 | -52% |
| Mangosteen | - | 43 | 233 | 539 | 541 | 248 | -54% |
| Super Soco | 1 | 297 | 3.551 | 2.811 | 413 | 213 | -48% |
| Yadea | 14 | 16 | 157 | 168 | 71 | 209 | 194% |
| Kymco | 1.445 | 1.108 | 1.859 | 1.182 | 239 | 140 | -41% |
| Luqi | 316 | 1.250 | 523 | 741 | 616 | 132 | -79% |
| BTC | 3.418 | 2.213 | 4.433 | 837 | 619 | 131 | -79% |
| Horwin | - | - | - | 17 | 76 | 95 | 25% |
| Ecooter | - | 147 | 390 | 271 | 233 | 88 | -62% |
| Berini | 488 | 542 | 821 | 494 | 286 | 80 | -72% |
| Momo | 63 | 262 | 522 | 299 | 172 | 63 | -63% |
| Shansu | 3 | 57 | 105 | 247 | 165 | 62 | -62% |
| I-Coco | - | 356 | 523 | 548 | 426 | 54 | -87% |
| Doohan | 2 | 19 | 32 | 98 | 148 | 48 | -68% |
| Veeley | - | 44 | 87 | 134 | 24 | 47 | 96% |
| Capri | 253 | 138 | 563 | 291 | 169 | 44 | -74% |
| Dayi Motor | - | - | 24 | 214 | 179 | 43 | -76% |
| Killerbee | 140 | 182 | 525 | 874 | 391 | 41 | -90% |
| NX1 | - | - | 19 | 30 | 22 | 41 | 86% |
| Nzita | - | 5 | 18 | 55 | 27 | 35 | 30% |
| Mi Inverno | - | - | - | 21 | 37 | 34 | -8% |
| RSO | 27 | 98 | 155 | 91 | 64 | 29 | -55% |
| DJJD | 50 | 407 | 1.069 | 704 | 258 | 28 | -89% |
| Nipponia | - | 3 | 245 | 245 | 183 | 26 | -86% |
| Puviter | 5 | 77 | 55 | 94 | 49 | 25 | -49% |
| Overige merken | 5.263 | 4.140 | 4.167 | 2.943 | 1.566 | 425 | -73% |

Bron: RDC, bewerking RAI Vereniging



2.4 Verkoop nieuwe bromfietsen naar brandstof

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Totaal | 14.612 | 19.961 | 22.427 | 24.168 | 33.407 | 25.094 | -24,9% |
| Benzine | 13.163 | 17.111 | 18.328 | 16.117 | 18.498 | 15.660 | -15% |
| Full EV | 1.449 | 2.850 | 4.099 | 8.051 | 14.909 | 9.434 | -37% |

Bron: RDC, bewerking RAI Vereniging



Een duidelijke trendbreuk: het aantal elektrische bromfietsen daalde voor het eerst in 2023.

2.5 Verkoop nieuwe snorfietsen naar brandstof

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|----------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|
| Totaal | 42.242 | 38.863 | 62.569 | 50.220 | 29.300 | 9.853 | -66,4% |
| Benzine | 38.177 | 32.622 | 48.768 | 31.617 | 15.075 | 4.485 | -70% |
| Full EV | 4.064 | 6.241 | 13.801 | 18.603 | 14.225 | 5.368 | -62% |
| LPG | 1 | - | - | - | - | - | - |

Bron: RDC, bewerking RAI Vereniging



2.6 Verkoop nieuwe bromfietsen naar leeftijd van de eigenaar (in %)

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|------------------------|------------|------------|------------|------------|------------|------------|----------|
| Totaal | 100 | 100 | 100 | 100 | 100 | 100 | - |
| tot 18 jaar | 7 | 7 | 6 | 5 | 7 | 7 | 0,5% |
| 18-25 jaar | 13 | 14 | 14 | 13 | 12 | 13 | 0,3% |
| 26-35 jaar | 12 | 13 | 13 | 11 | 11 | 11 | 0,6% |
| 36-45 jaar | 15 | 14 | 13 | 13 | 13 | 15 | 1,3% |
| 46-55 jaar | 24 | 25 | 22 | 21 | 20 | 22 | 2,1% |
| 56-65 jaar | 12 | 12 | 11 | 11 | 11 | 13 | 2,0% |
| > 65 jaar | 4 | 5 | 4 | 4 | 4 | 6 | 1,4% |
| n.v.t./zakelijk | 13 | 11 | 17 | 22 | 23 | 14 | -8,2% |

Bron: RDC, bewerking RAI Vereniging



2.7 Verkoop nieuwe snorfietsen naar leeftijd van de eigenaar (in %)

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|------------------------|------------|------------|------------|------------|------------|------------|----------|
| Totaal | 100 | 100 | 100 | 100 | 100 | 100 | - |
| tot 18 jaar | 4 | 4 | 5 | 3 | 2 | 2 | -0,6% |
| 18-25 jaar | 14 | 15 | 15 | 14 | 12 | 9 | -3,7% |
| 26-35 jaar | 13 | 14 | 13 | 12 | 12 | 10 | -1,5% |
| 36-45 jaar | 14 | 15 | 15 | 14 | 14 | 13 | -0,9% |
| 46-55 jaar | 22 | 25 | 25 | 21 | 19 | 18 | -1,8% |
| 56-65 jaar | 12 | 13 | 13 | 11 | 12 | 18 | 6,0% |
| > 65 jaar | 6 | 8 | 8 | 7 | 8 | 18 | 9,8% |
| n.v.t./zakelijk | 16 | 7 | 8 | 18 | 21 | 13 | -7,4% |

Bron: RDC, bewerking RAI Vereniging



2.8 Bromfietspark naar bouwjaar per 1 januari 2024

| Jaar | 2023 | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | Ouder | Totaal |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| Totaal | 24.925 | 35.024 | 29.200 | 28.707 | 24.141 | 17.563 | 23.816 | 18.632 | 17.028 | 14.724 | 339.668 | 573.428 |
| Piaggio | 3.803 | 5.714 | 5.231 | 6.385 | 5.780 | 5.086 | 7.101 | 5.822 | 4.993 | 3.967 | 42.560 | 96.442 |
| SYM | 2.997 | 4.091 | 4.833 | 5.647 | 5.218 | 4.151 | 4.011 | 2.755 | 2.606 | 2.327 | 17.578 | 56.214 |
| Kymco | 1.150 | 1.130 | 1.624 | 2.229 | 1.949 | 1.573 | 3.028 | 2.821 | 3.142 | 2.675 | 21.554 | 42.875 |
| Peugeot | 839 | 1.161 | 1.480 | 1.600 | 1.488 | 948 | 1.600 | 1.250 | 1.230 | 1.188 | 29.545 | 42.329 |
| Yamaha | 76 | 37 | 215 | 358 | 418 | 440 | 735 | 863 | 809 | 859 | 26.424 | 31.234 |
| Zundapp | - | - | 3 | 1 | 1 | - | 2 | - | - | - | 26.198 | 26.205 |
| Honda | 3 | 2 | 7 | 37 | 43 | 75 | 251 | 193 | 227 | 391 | 24.445 | 25.674 |
| Puch | - | - | - | - | 1 | - | - | - | - | 2 | 22.095 | 22.098 |
| Kreidler | - | - | - | - | 1 | - | 4 | 3 | 4 | 8 | 17.848 | 17.868 |
| Aprilia | 328 | 481 | 312 | 223 | 151 | 94 | 183 | 192 | 124 | 107 | 13.766 | 15.961 |
| Tomos | - | 2 | - | 1 | - | 16 | 56 | 67 | 97 | 85 | 11.093 | 11.417 |
| Agm | 570 | 684 | 418 | 1.071 | 739 | 623 | 1.029 | 1.022 | 808 | 656 | 1.505 | 9.125 |
| Derbi | - | 3 | 70 | 173 | 170 | 137 | 195 | 223 | 188 | 129 | 5.880 | 7.168 |
| Gilera | - | - | - | 3 | 1 | 2 | 44 | 59 | 42 | 31 | 6.343 | 6.525 |
| Sparta | - | - | - | - | - | - | - | - | - | - | 5.070 | 5.070 |
| Iva | 1.054 | 1.501 | 612 | 356 | 262 | 99 | 194 | 227 | 195 | 141 | 313 | 4.954 |
| Vespa | - | - | - | - | - | - | - | 2 | - | 1 | 4.937 | 4.940 |
| Batavus | - | - | - | - | - | - | - | 1 | - | - | 3.732 | 3.733 |
| Beta | 499 | 248 | 187 | 154 | 100 | 52 | 80 | 19 | 28 | 27 | 1.875 | 3.269 |
| Berini | 65 | 117 | 105 | 110 | 101 | 86 | 130 | 100 | 78 | 77 | 1.987 | 2.956 |
| Znen | - | - | - | - | - | 18 | 286 | 182 | 321 | 518 | 1.551 | 2.876 |
| Malaguti | - | 2 | 3 | 9 | 5 | 1 | 10 | 5 | 8 | 11 | 2.737 | 2.791 |
| Turbho | - | 6 | 9 | 54 | 137 | 155 | 754 | 481 | 298 | 308 | 357 | 2.559 |
| Rieju | 143 | 121 | 132 | 124 | 61 | 35 | 39 | 34 | 24 | 27 | 1.522 | 2.262 |
| Kaptein Mobylette | - | - | - | - | - | - | - | - | - | - | 2.150 | 2.150 |
| Baotian | - | - | - | - | 1 | 2 | 14 | 9 | 20 | 34 | 2.011 | 2.091 |
| Suzuki | - | - | 2 | 1 | - | - | 2 | 1 | - | 1 | 2.031 | 2.038 |
| Solex | - | - | - | - | - | - | - | - | - | - | 1.810 | 1.810 |
| Santini | 211 | 459 | 374 | 24 | 14 | 8 | 4 | 9 | 17 | 23 | 347 | 1.490 |
| Sky Team | 1 | 1 | 1 | 20 | 30 | 19 | 42 | 57 | 72 | 66 | 1.171 | 1.480 |
| Killerbee | 256 | 343 | 267 | 105 | 37 | 19 | 63 | 43 | 53 | 33 | 257 | 1.476 |
| YGB | - | - | - | 1 | 1 | - | 15 | 5 | 21 | 20 | 1.294 | 1.357 |
| Dkw | - | - | - | - | - | - | - | - | - | - | 1.300 | 1.300 |
| NSU | - | - | - | - | - | - | - | - | - | - | 1.259 | 1.259 |
| Fosti | - | - | - | - | - | 1 | 1 | 2 | 3 | 8 | 1.167 | 1.182 |
| Keeway | - | - | - | - | - | 2 | 4 | 5 | 16 | 16 | 1.090 | 1.133 |
| Gazelle | - | 1 | 1 | 2 | 8 | 6 | - | - | - | - | 1.037 | 1.055 |
| CPI | - | - | - | - | - | - | 6 | 2 | 14 | 2 | 925 | 949 |
| Benzhou | - | - | - | - | - | 3 | 7 | 9 | 28 | 42 | 824 | 913 |
| Yiyi | - | - | 1 | 1 | - | 2 | 11 | 17 | 42 | 47 | 750 | 871 |
| Hyosung | - | - | - | - | - | - | - | - | - | - | 828 | 828 |
| Mobylette | - | - | - | - | - | - | - | - | - | - | 774 | 774 |
| Benelli | - | - | - | - | - | 1 | 1 | 1 | 3 | - | 760 | 766 |
| Jincheng | - | - | - | - | - | - | 1 | 5 | 2 | 1 | 733 | 742 |
| Motorhispania | - | - | - | - | - | - | 2 | 2 | 3 | 2 | 731 | 740 |
| Union | - | - | - | - | - | - | - | - | - | - | 630 | 630 |
| Italjet | - | - | - | - | - | - | - | - | - | - | 601 | 601 |
| RAP | - | 6 | 4 | 4 | 1 | - | - | - | - | - | 547 | 562 |
| Simson | - | - | - | - | - | - | - | - | - | - | 513 | 513 |
| Motobecane | - | - | - | - | - | - | - | - | - | - | 504 | 504 |
| Flandria | - | - | - | - | - | - | - | - | - | - | 492 | 492 |
| Generic | - | - | - | - | - | - | 8 | 6 | 14 | 16 | 436 | 480 |
| Magneet | - | - | - | - | - | - | - | - | - | - | 421 | 421 |
| Qingqi | - | - | - | - | - | - | 2 | - | - | 1 | 407 | 410 |
| Velosolex | - | - | - | - | - | - | - | - | - | - | 407 | 407 |
| Eysink | 8 | 7 | 63 | 5 | - | - | - | - | - | - | 316 | 399 |
| Garelli | - | - | 1 | - | - | - | 1 | 2 | - | 2 | 380 | 386 |
| Sachs Fahrz. | - | - | - | - | - | - | 3 | - | 5 | 7 | 348 | 363 |
| Zundapp Famel | - | - | - | - | - | - | - | - | - | - | 349 | 349 |
| Rover Bikes | - | - | - | - | - | - | 2 | 11 | 4 | 7 | 306 | 330 |
| Moto Morini | - | - | - | - | - | - | - | - | - | - | 328 | 328 |
| Korado | - | - | - | - | - | - | - | - | - | - | 315 | 315 |
| Overige merken | 12.922 | 18.907 | 13.247 | 10.008 | 7.422 | 3.909 | 3.895 | 2.125 | 1.489 | 861 | 18.204 | 92.989 |

Vermeld zijn merken vanaf 300 voertuigen.

Bron: RDC, bewerking RAI Vereniging



2.9 Snorfietspark naar bouwjaar per 1 januari 2024

| Jaar | 2023 | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | Ouder | Totaal |
|-----------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| Totaal | 9.708 | 26.266 | 42.439 | 50.481 | 31.570 | 33.033 | 46.620 | 34.876 | 32.332 | 31.532 | 390.794 | 729.651 |
| Piaggio | 806 | 3.184 | 5.940 | 8.471 | 6.772 | 8.521 | 11.019 | 8.946 | 7.791 | 7.318 | 58.312 | 127.080 |
| SYM | 884 | 2.111 | 4.732 | 6.723 | 5.012 | 5.472 | 6.537 | 4.075 | 4.359 | 4.701 | 35.725 | 80.331 |
| Peugeot | 266 | 477 | 1.695 | 2.336 | 1.630 | 1.341 | 2.773 | 1.993 | 2.080 | 2.148 | 48.402 | 65.141 |
| Tomos | - | 1 | 5 | 14 | 27 | 247 | 440 | 913 | 940 | 844 | 58.432 | 61.863 |
| Kymco | 136 | 204 | 985 | 1.491 | 932 | 1.165 | 2.571 | 2.540 | 3.112 | 2.758 | 21.249 | 37.143 |
| AGM | 994 | 2.222 | 2.128 | 3.320 | 1.707 | 1.755 | 3.476 | 2.898 | 2.578 | 2.802 | 8.623 | 32.503 |
| La Souris | 1.596 | 4.162 | 5.751 | 5.447 | 2.249 | 2.443 | 3.466 | 1.480 | 1.111 | 770 | 674 | 29.149 |
| BTC | 126 | 522 | 689 | 3.673 | 1.873 | 2.867 | 4.620 | 3.301 | 1.845 | 333 | 572 | 20.421 |
| Gilera | - | - | - | - | - | - | - | - | - | 1 | 17.014 | 17.015 |
| Solex | - | - | - | - | - | 1 | - | - | - | - | 16.466 | 16.467 |
| Znen | - | - | 2 | 20 | 18 | 122 | 723 | 566 | 1.243 | 2.587 | 11.069 | 16.350 |
| Sparta | - | - | - | - | 2 | 6 | 46 | 61 | 133 | 188 | 11.948 | 12.384 |
| Turbho | 1 | - | 12 | 281 | 556 | 721 | 3.278 | 2.052 | 1.247 | 1.379 | 2.420 | 11.947 |
| Iva | 642 | 1.569 | 1.178 | 684 | 511 | 321 | 1.014 | 880 | 757 | 864 | 2.420 | 10.840 |
| Senzo | 302 | 584 | 1.242 | 1.385 | 1.158 | 1.312 | 1.289 | 924 | 498 | 8 | - | 8.702 |
| Niu | 339 | 1.398 | 1.905 | 2.097 | 1.422 | 1.118 | 79 | - | - | - | - | 8.358 |
| GTS | 456 | 1.061 | 1.725 | 2.160 | 1.383 | 1.513 | 6 | - | - | - | - | 8.304 |
| Fosti | - | - | - | - | 5 | 3 | 14 | 21 | 19 | 36 | 7.902 | 8.000 |
| Puch | - | - | - | - | - | - | - | - | - | 1 | 7.177 | 7.178 |
| Yamaha | - | - | 4 | 4 | 22 | 33 | 274 | 321 | 353 | 365 | 5.234 | 6.610 |
| Berini | 80 | 269 | 453 | 734 | 470 | 411 | 897 | 507 | 459 | 378 | 1.671 | 6.329 |
| Spyder Wheelz | 420 | 1.264 | 3.234 | 1.241 | 33 | - | - | - | - | - | - | 6.192 |
| Vespa | - | - | - | - | - | - | 1 | 1 | - | - | 6.041 | 6.043 |
| Super Soco | 213 | 390 | 2.236 | 2.366 | 206 | 1 | - | - | - | - | - | 5.412 |
| Killerbee | 41 | 361 | 785 | 466 | 164 | 111 | 424 | 281 | 320 | 259 | 1.985 | 5.197 |
| Velosolex | - | - | - | - | - | - | - | - | - | - | 4.989 | 4.989 |
| Saxonette | - | - | - | - | - | - | 1 | - | - | 2 | 4.797 | 4.800 |
| Benzhou | - | - | - | - | 2 | 2 | 23 | 42 | 112 | 355 | 3.840 | 4.376 |
| Baotian | - | - | - | - | - | - | 17 | 15 | 30 | 19 | 3.262 | 3.343 |
| Segway | 666 | 1.842 | 729 | - | - | - | - | - | - | - | - | 3.237 |
| Luqi | 129 | 563 | 673 | 480 | 1.116 | 262 | - | - | - | - | - | 3.223 |
| Yiyang | - | - | - | - | 1 | 17 | 25 | 43 | 189 | 269 | 2.002 | 2.546 |
| Riya | 2 | - | - | 7 | 152 | 460 | 896 | 572 | 189 | 142 | 63 | 2.483 |
| TGB | - | - | - | - | - | - | 9 | 7 | 16 | 16 | 2.192 | 2.240 |
| Black'n Roll | - | - | - | - | - | - | 12 | 87 | 120 | 84 | 1.887 | 2.190 |
| DJJB | 28 | 227 | 581 | 922 | 338 | 42 | - | - | - | - | - | 2.138 |
| Santini | 12 | 89 | 211 | 16 | 15 | 35 | 41 | 54 | 80 | 130 | 1.423 | 2.106 |
| VOM | - | - | - | - | - | 2 | 4 | 81 | 106 | 80 | 1.819 | 2.092 |
| Aprilia | 3 | - | 5 | - | 4 | 2 | 7 | 3 | 9 | 28 | 1.986 | 2.047 |
| Capri | 44 | 140 | 246 | 465 | 108 | 203 | 267 | 156 | 98 | 101 | 204 | 2.032 |
| Zhongneng | - | - | - | - | - | 1 | 2 | 4 | 3 | 3 | 1.846 | 1.859 |
| I-Coco | 54 | 417 | 510 | 499 | 329 | - | - | - | - | - | - | 1.809 |
| Hercules | - | - | - | 1 | - | - | - | - | - | - | 1.644 | 1.645 |
| Sachs Bike | - | - | - | - | - | - | 4 | 6 | 8 | 35 | 1.530 | 1.583 |
| Mangosteen | 247 | 505 | 485 | 208 | 36 | - | - | - | - | - | - | 1.481 |
| TYM | 22 | 68 | 65 | 415 | 225 | 185 | 151 | 231 | - | - | - | 1.362 |
| Nimoto | - | - | - | - | 13 | 9 | 121 | 143 | 358 | 286 | 408 | 1.338 |
| Rover Bikes | - | - | - | - | - | 1 | 16 | 42 | 12 | 9 | 1.122 | 1.202 |
| Momo | 62 | 147 | 247 | 445 | 215 | 58 | - | - | - | - | - | 1.174 |
| Keeway | - | - | - | - | 2 | - | 3 | 6 | 14 | 25 | 1.035 | 1.085 |
| Wlie | 8 | 101 | 231 | 177 | 145 | 54 | 2 | - | 41 | 76 | 245 | 1.080 |
| Ecooter | 89 | 218 | 245 | 347 | 132 | - | - | - | - | - | - | 1.031 |
| Overige merken | 1.040 | 2.170 | 3.510 | 3.586 | 2.585 | 2.216 | 2.072 | 1.624 | 2.102 | 2.132 | 31.164 | 54.201 |

Vermeld zijn merken vanaf 1.000 voertuigen.
Bron: RDC, bewerking RAI Vereniging



2.10 Brom- en snorfietspark

| Per 31 december | Bromfietsen | Snorfietsen | Totaal |
|-----------------|-------------|-------------|-----------|
| 2010 | 569.035 | 498.702 | 1.067.737 |
| 2011 | 562.293 | 559.680 | 1.121.973 |
| 2012 | 557.484 | 575.573 | 1.133.057 |
| 2013 | 521.222 | 604.697 | 1.125.919 |
| 2014 | 516.021 | 629.743 | 1.145.764 |
| 2015 | 512.835 | 657.234 | 1.170.069 |
| 2016 | 508.478 | 686.391 | 1.194.869 |
| 2017 | 494.757 | 726.567 | 1.221.324 |
| 2018 | 481.295 | 745.080 | 1.226.375 |
| 2019 | 477.510 | 762.331 | 1.239.841 |
| 2020 | 480.226 | 798.151 | 1.278.377 |
| 2021 | 488.793 | 821.751 | 1.310.544 |
| 2022 | 519.393 | 823.150 | 1.342.543 |
| 2023 | 573.428 | 729.651 | 1.303.079 |

Aantallen zijn exclusief speed pedelecs.
Bron: RDC, bewerking RAI Vereniging



Een duidelijk gevolg van het invoeren van helmplicht was niet alleen een daling in de verkoop van snorfietsen, maar ook werden snorfietsen massaal omgekeurd tot bromfietsen.

2.11 Invoer van brom- en snorfietsen naar herkomst

| Jaar | 2018 | | 2019 | | 2020 | | 2021* | | 2022* | | 2023* | | +/- | |
|----------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|-----------|----------|
| | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde |
| Totaal | 74.425 | 54.555 | 57.892 | 43.982 | 95.014 | 68.878 | 74.480 | 75.148 | 53.000 | 58.000 | 54.000 | 58.000 | 2% | - |
| w.v. EU | 35.628 | 43.982 | 30.966 | 27.901 | 47.709 | 41.484 | 37.330 | 51.861 | 29.000 | 43.000 | 28.000 | 47.000 | -3% | 9% |
| Niet-EU | 38.797 | 10.573 | 26.926 | 16.081 | 47.305 | 27.394 | 37.150 | 23.287 | 24.000 | 15.000 | 26.000 | 11.000 | 8% | -27% |

* Voorlopige cijfers
Bron: CBS, bewerking BOVAG



2.12 Uitvoer van bromfietsen naar bestemming

| Jaar | 2018 | | 2019 | | 2020 | | 2021* | | 2022* | | 2023* | | +/- | |
|----------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|------------|-----------|
| | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde x € 1.000 | Aantal | Waarde |
| Totaal | 20.251 | 14.236 | 22.485 | 14.971 | 25.586 | 17.476 | 24.524 | 18.195 | 20.000 | 21.000 | 23.000 | 22.000 | 15% | 5% |
| w.v. EU | 19.221 | 13.091 | 21.992 | 14.590 | 25.106 | 17.238 | 23.688 | 17.596 | 19.000 | - | - | 21.000 | -100% | - |
| Niet-EU | 1.030 | 1.145 | 493 | 381 | 480 | 238 | 836 | 599 | 1.000 | 21.000 | 1.000 | 23.000 | 2200% | -95% |

* Voorlopige cijfers
Bron: CBS, bewerking BOVAG



2.13 Geregistreeerde diefstal van brom- en snorfietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022* | 2023* | +/- |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Totaal | 14.075 | 15.565 | 14.700 | 11.670 | 14.780 | 11.835 | -19,9% |

* Voorlopige cijfers. Bron: CBS, bewerking BOVAG



2.14 Aantal behaalde bromfietsrijbewijzen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|--------|--------|--------|--------|--------|--------|--------|--------|
| Totaal | 27.768 | 28.021 | 23.853 | 28.272 | 36.331 | 31.756 | -12,6% |

Bron: CBR Jaarverslag, bewerking BOVAG



In 2022 haalde een opvallend hoog aantal mensen een bromfietsrijbewijs, maar ook in 2023 ligt het aantal ver boven het langjarig gemiddelde.

2.15 Europa: verkoop nieuwe brom- en snorfietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|
| Totaal Europa | 274.620 | 303.352 | 296.652 | 275.427 | 271.821 | 206.662 | -24,0% |
| Frankrijk | 72.940 | 91.043 | 99.083 | 100.929 | 93.273 | 75.426 | -19% |
| Nederland | 56.556 | 62.340 | 84.735 | 73.972 | 61.951 | 34.027 | -45% |
| België | 21.391 | 27.073 | 28.535 | 26.832 | 31.996 | 30.773 | -4% |
| Italië | 21.326 | 21.133 | 21.359 | 20.162 | 21.608 | 18.737 | -13% |
| Duitsland | 25.634 | 25.247 | 23.805 | 24.026 | 29.617 | 17.627 | -40% |
| Spanje | 16.073 | 18.731 | 22.923 | 18.886 | 17.464 | 16.555 | -5% |
| Groot-Brittannië | 5.375 | 6.113 | 7.167 | 7.088 | 7.167 | 5.437 | -24% |
| Slovenië | 5.222 | 4.286 | 5.051 | onb. | 5.431 | 5.052 | -7% |
| Portugal | 2.515 | 2.217 | 2.264 | 1.810 | 1.867 | 2.289 | 23% |
| Estland | 648 | 540 | 471 | 462 | 451 | 302 | -33% |
| Letland | 636 | 789 | 670 | 620 | 533 | 275 | -48% |
| Luxemburg | 272 | 358 | 427 | 427 | 314 | 157 | -50% |
| Roemenië | 27 | 18 | 11 | 12 | 1 | 5 | - |
| Denemarken | 5.266 | onb. | onb. | onb. | onb. | onb. | - |
| Finland | 4.895 | 5.196 | onb. | onb. | onb. | onb. | - |
| Griekenland | 3.386 | 2.368 | onb. | onb. | onb. | onb. | - |
| Hongarije | 2 | 10 | onb. | onb. | onb. | onb. | - |
| Ierland | 227 | 223 | 151 | 201 | 148 | onb. | - |
| Kroatië | 2.483 | 1.852 | onb. | onb. | onb. | onb. | - |
| Litouwen | 326 | 330 | onb. | onb. | onb. | onb. | - |
| Oostenrijk | 11.866 | 12.743 | onb. | onb. | onb. | onb. | - |
| Polen | 16.410 | 19.066 | onb. | onb. | onb. | onb. | - |
| Slowakije | 225 | 339 | onb. | onb. | onb. | onb. | - |
| Tsjechië | 919 | 1.337 | onb. | onb. | onb. | onb. | - |
| Zweden | onb. | onb. | onb. | onb. | onb. | onb. | - |

Vanaf 2020 verstrekt ACEM nog maar van een beperkt aantal landen data.

Bron: ACEM, bewerking RAI Vereniging



2.16 Europa: brom- en snorfietspark

| Jaar | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | +/- |
|----------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|---------------|
| Totaal Europa | 12.369.913 | 12.209.588 | 12.385.444 | 11.473.965 | 8.745.742 | 6.917.428 | -20,9% |
| Duitsland | 1.942.465 | 1.942.465 | 1.942.465 | 1.942.465 | 1.942.465 | 1.942.465 | - |
| Spanje | 1.961.523 | 1.933.479 | 1.908.492 | 1.891.878 | 1.868.056 | 1.842.501 | -1% |
| Nederland | 1.221.324 | 1.226.375 | 1.239.841 | 1.278.377 | 1.338.642 | 1.374.766 | 3% |
| Tsjechië | 484.957 | 484.691 | 484.011 | 483.956 | 483.163 | 483.102 | - |
| Finland | 334.027 | 339.692 | 345.463 | 353.243 | 358.435 | 363.455 | 1% |
| Oostenrijk | 278.084 | 274.394 | 274.964 | 277.202 | 276.440 | 275.523 | - |
| België | 151.931 | 176.622 | 197.898 | 220.795 | 243.399 | 267.509 | 10% |
| Zweden | 83.079 | 85.878 | 91.837 | 103.071 | 102.301 | 104.645 | 2% |
| Kroatië | 85.121 | 83.362 | 80.738 | 77.610 | 75.700 | 75.421 | - |
| Slovenië | 60.797 | 63.790 | 65.451 | 67.709 | 69.814 | 72.287 | 4% |
| Letland | 30.666 | 32.185 | 33.631 | 34.860 | 36.222 | 37.550 | 4% |
| Denemarken | 41.983 | 38.404 | 32.222 | 30.329 | 28.520 | 27.182 | -5% |
| Estland | 18.713 | 19.900 | 21.085 | 21.950 | 22.830 | 23.647 | 4% |
| Litouwen | 11.018 | 11.601 | 13.451 | 15.028 | 16.880 | 18.686 | 11% |
| Luxemburg | 9.691 | 8.964 | 8.100 | 8.180 | 8.332 | 8.689 | 4% |
| Bulgarije | 77.920 | 80.813 | 83.715 | 85.503 | 87.173 | onb. | - |
| Cyprus | 12.156 | 11.581 | 11.021 | 10.616 | 10.033 | onb. | - |
| Frankrijk | 515.780 | 464.000 | 725.000 | onb. | onb. | onb. | - |
| Griekenland | 1.398.351 | 1.284.396 | 1.419.786 | 1.435.487 | onb. | onb. | - |
| Groot-Brittannië | 75.208 | 70.047 | 65.847 | 65.561 | 62.728 | onb. | - |
| Hongarije | onb. | onb. | onb. | onb. | onb. | onb. | - |
| Ierland | onb. | onb. | onb. | onb. | onb. | onb. | - |
| Italië | 1.955.000 | 1.930.000 | 1.670.000 | 1.375.000 | onb. | onb. | - |
| Malta | 245 | 334 | 1.023 | 1.151 | 1.894 | onb. | - |
| Polen | 1.327.872 | 1.349.912 | 1.375.004 | 1.400.013 | 1.419.300 | onb. | - |
| Portugal | 261.503 | 259.602 | 264.005 | 263.389 | 262.586 | onb. | - |
| Roemenië | onb. | 6.783 | onb. | onb. | onb. | onb. | - |
| Slowakije | 30.499 | 30.318 | 30.394 | 30.592 | 30.829 | onb. | - |

Bron: ACEM, bewerking RAI Vereniging



Nederland staat op plek drie wanneer we ons brom- en snorfietspark vergelijken met andere Europese landen.

3.1 Verkoop nieuwe motorfietsen

| Jaar | Aantal | +/- | Jaar | Aantal | +/- | Jaar | Aantal | +/- |
|------|--------|------|------|--------|------|------|--------|-----|
| 1975 | 10.800 | - | 2010 | 12.215 | -27% | 2017 | 12.740 | 1% |
| 1980 | 14.515 | 34% | 2011 | 10.822 | -11% | 2018 | 13.062 | 3% |
| 1985 | 8.084 | -44% | 2012 | 9.937 | -8% | 2019 | 13.962 | 7% |
| 1990 | 15.469 | 91% | 2013 | 9.244 | -7% | 2020 | 14.558 | 4% |
| 1995 | 17.608 | 14% | 2014 | 10.326 | 12% | 2021 | 15.267 | 5% |
| 2000 | 19.626 | 11% | 2015 | 11.317 | 10% | 2022 | 15.483 | 1% |
| 2005 | 16.814 | -14% | 2016 | 12.575 | 11% | 2023 | 17.472 | 13% |

Bron: RDC, bewerking RAI Vereniging

3.2 Verkoop nieuwe motorfietsen naar merk

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Totaal | 13.062 | 13.962 | 14.558 | 15.267 | 15.472 | 17.472 | 12,9% |
| Yamaha | 2.012 | 2.157 | 2.472 | 2.305 | 2.234 | 2.728 | 22% |
| Honda | 904 | 1.275 | 1.228 | 1.678 | 1.775 | 2.511 | 41% |
| BMW | 2.074 | 2.294 | 2.534 | 2.380 | 2.279 | 2.270 | - |
| Kawasaki | 1.808 | 1.916 | 2.196 | 2.045 | 1.882 | 2.253 | 20% |
| KTM | 1.287 | 1.256 | 1.173 | 1.315 | 1.026 | 1.248 | 22% |
| Suzuki | 1.148 | 1.069 | 993 | 905 | 1.024 | 1.165 | 14% |
| Harley-Davidson | 1.055 | 988 | 888 | 829 | 835 | 774 | -7% |
| Triumph | 669 | 598 | 610 | 779 | 797 | 740 | -7% |
| Ducati | 510 | 539 | 446 | 553 | 592 | 620 | 5% |
| Piaggio | 594 | 671 | 577 | 626 | 644 | 607 | -6% |
| Royal Enfield | 39 | 138 | 178 | 274 | 370 | 356 | -4% |
| Aprilia | 51 | 74 | 65 | 162 | 278 | 283 | 2% |
| Moto Guzzi | 31 | 127 | 161 | 224 | 250 | 264 | 6% |
| Benelli | 39 | 45 | 121 | 127 | 146 | 230 | 58% |
| Husqvarna | 161 | 221 | 216 | 212 | 191 | 230 | 20% |
| Indian Motorcycle | 80 | 110 | 126 | 151 | 129 | 152 | 18% |
| Moto Morini | - | - | - | 1 | 69 | 95 | 38% |
| CCF Moto | - | - | 3 | 25 | 76 | 93 | 22% |
| Zero Motorcycles | 80 | 96 | 112 | 107 | 103 | 82 | -20% |
| SYM | 58 | 73 | 79 | 50 | 68 | 81 | 19% |
| Kymco | 82 | 82 | 57 | 55 | 115 | 69 | -40% |
| Beta | 55 | 60 | 69 | 92 | 85 | 64 | -25% |
| Segway | - | - | - | - | - | 48 | - |
| Gas Gas | 5 | 5 | 7 | 58 | 62 | 41 | -34% |
| Mash | 40 | 29 | 37 | 33 | 31 | 38 | 23% |
| Storm Bee | - | - | - | - | 3 | 36 | 1100% |
| Energica | 24 | 14 | 19 | 25 | 28 | 28 | - |
| Mutt | 1 | - | - | 6 | 22 | 25 | 14% |
| Silence | - | - | - | - | - | 22 | - |
| Fantic Motor | - | - | 9 | 17 | 34 | 21 | -38% |
| MV Agusta | 26 | 21 | 27 | 32 | 40 | 19 | -53% |
| Rieju | - | 2 | 6 | 13 | 7 | 18 | 157% |
| Sherco | 11 | 8 | 8 | 27 | 14 | 17 | 21% |
| Italjet | - | - | - | 10 | 37 | 16 | -57% |
| La Souris | - | - | - | - | 4 | 16 | 300% |
| Super Soco | - | - | - | 4 | 23 | 16 | -30% |
| Loncin | - | - | - | 13 | 42 | 15 | -64% |
| TM | 8 | 4 | 4 | 3 | 14 | 14 | - |
| AJP | 4 | 1 | 5 | 10 | 5 | 12 | 140% |
| Electric Motion | - | - | 1 | 2 | 7 | 11 | 57% |
| Livewire | - | - | - | - | - | 11 | - |
| Voge | - | - | - | - | - | 11 | - |
| Horwin | - | - | 1 | 2 | 9 | 10 | 11% |
| Redmoto | - | - | - | 10 | 16 | 10 | -38% |
| RGNT | - | - | - | 2 | 3 | 10 | 233% |
| Overige merken | 206 | 89 | 130 | 105 | 103 | 92 | -11% |

Bron: RDC, bewerking RAI Vereniging

3.3 Verkoop nieuwe motorfietsen naar merk en model 2023

| | | | | | | | |
|-----------------------|---------------|-------------------------------|--------------|---------------------------------|------------|------------------------|--------------|
| Totaal | 17.472 | 450SR | 4 | CB1000R | 17 | Scout Bobber | 29 |
| Totaal AJP | 12 | 650 GT | 4 | CB500F | 24 | Scout Rogue | 20 |
| PR7 | 11 | 650 MT | 15 | CB500X | 98 | Sport Chief | 8 |
| SPR 510 | 1 | 650 NK | 3 | CB650 R | 105 | Springfield | 7 |
| Totaal Aprilia | 283 | 700CL-X | 26 | CB750 | 238 | Super Chief | 3 |
| RS 125 | 1 | 800 MT | 36 | CBF125 | 13 | Totaal Italjet | 16 |
| RS 660 | 55 | 800NK | 4 | CBF125M | 23 | Dragster | 16 |
| RSV4 1100 | 6 | Totaal Ducati | 620 | CBF300 | 8 | Totaal Jawa | 5 |
| RX 125 | 1 | 1103 Panigale V4 | 22 | CBR1000 RR-R Fireblade | 8 | 300 CL | 2 |
| SR GT 125 | 8 | 955 Panigale V2 | 12 | CBR500 R | 19 | Perak | 3 |
| SR GT 200 | 83 | 998 Panigale V4 | 14 | CBR650 R | 47 | Totaal Kawasaki | 2.253 |
| SX 125 | 4 | Desert X | 65 | CL 500 | 38 | Ninja 1000SX | 93 |
| Tuareg 660 | 50 | Diavel 1160 V4 | 38 | CMX1100 Rebel | 147 | Ninja 125 | 1 |
| Tuono 1100 V4 | 35 | Diavel 1260 V2 | 4 | CMX500 Rebel | 139 | Ninja 400 | 54 |
| Tuono 125 | 1 | Hypermotard | 23 | CRF1100 Africa Twin | 67 | Ninja 650 | 118 |
| Tuono 660 | 39 | Monster 937 | 57 | CRF1100L Africa Twin | 61 | Ninja H2 SX | 17 |
| Totaal Benelli | 230 | Monster 937 | 57 | CRF300L | 68 | Ninja ZX-10R | 12 |
| 502 Cruiser | 8 | Multistrada | 199 | Dax 125 | 91 | Ninja ZX-4RR | 37 |
| 752 S | 6 | Scrambler 1100 | 5 | Forza 125 | 3 | Ninja ZX-6R | 2 |
| BN 125 | 8 | Scrambler 800 | 48 | Forza 350 | 98 | Versys 1000 | 254 |
| Imperiale 400 | 29 | Streetfighter V2 | 59 | Forza 750 | 22 | Versys 650 | 272 |
| Leoncino 125 | 11 | Streetfighter V4 | 59 | GL 1800 Gold Wing | 33 | Vulcan 650S | 129 |
| Leoncino 500 | 5 | Supersport 950 | 11 | Monkey 125 | 66 | W800 | 32 |
| Leoncino 800 | 19 | Xdiavel 1260 | 4 | MSX 125 | 36 | Z 125 | 12 |
| Leoncino 800 Trail | 11 | Totaal Electric Motion | 11 | NC750 X | 336 | Z 400 | 50 |
| Tornado Naked T125 | 45 | Ego | 1 | NT1100 | 173 | Z 650 | 442 |
| Trk 502 | 13 | Eva Ribelle | 5 | PCX125 | 39 | Z 650 RS | 60 |
| Trk 502 X | 27 | Experia | 21 | SH 125 | 1 | Z 900 | 575 |
| Trk 702 | 19 | SS9+ | 1 | SH 150 | 40 | Z 900 RS | 73 |
| Trk 702x | 29 | Totaal Energica | 28 | SH 350 | 40 | Z H2 | 20 |
| Totaal Beta | 64 | SS9+ | 1 | Supercub C125 | 21 | Totaal KTM | 1.248 |
| Totaal BMW | 2.270 | Totaal Fantic Motor | 21 | Vision 110 | 17 | 125 Duke | 24 |
| C400 GT | 48 | Totaal Gas Gas | 46 | X-ADV 750 | 174 | 1290 Super Adventure | 178 |
| C400 X | 22 | EC 250 | 1 | XL750 Transalp | 167 | 1290 Super Duke Gt | 39 |
| CE 04 | 70 | EC 250 | 2 | Totaal Horwin | 10 | 1290 Super Duke R | 86 |
| F750 GS | 87 | EC 300 | 13 | CR6 | 2 | 390 Adventure | 54 |
| F850 GS | 75 | EC 350F | 13 | EK3 | 2 | 390 Duke | 63 |
| F900 R | 177 | EC 450F | 2 | SK3 | 6 | 450 Rally Factory Re | 1 |
| F900 XR | 102 | EC 500F | 1 | Totaal Husqvarna | 230 | 690 Enduro | 37 |
| G310 GS | 27 | ES 700 | 5 | 701 Enduro | 22 | 690 SMC | 39 |
| G310 R | 17 | SM 700 | 9 | 701 Supermoto | 21 | 790 Adventure | 49 |
| K1600 B | 8 | Totaal Harley-Davidson | 774 | FE 250 | 1 | 790 Duke | 92 |
| K1600 GT | 53 | Breakout | 23 | FE 350 | 21 | 890 Adventure | 139 |
| K1600 GTL | 10 | CVO | 41 | FE 450 | 19 | 890 Duke | 73 |
| M1000 R | 66 | Electra Glide | 13 | FE 501 | 10 | 890 SM T | 33 |
| M1000 RR | 15 | Fat Bob | 49 | Norden 901 | 76 | Brabus 1300 | 1 |
| R NINE T 1200 | 29 | Fat Boy | 31 | Svartpilen 401 | 17 | EXC 150 TPI | 2 |
| R Nine T Pure | 6 | Harley-Davidson | 2 | Svartpilen 701 | 1 | EXC 250 | 10 |
| R Nine T Scrambler | 13 | Heritage Classic | 3 | Svartpilen 125 | 4 | EXC 250 TPI | 19 |
| R Nine T Urban GS | 3 | Heritage Classic 114 | 14 | TE 250 | 2 | EXC 300 | 35 |
| R1250 GS | 790 | Livewire | 3 | TE 250I | 2 | EXC 300 TPI | 54 |
| R1250 R | 48 | Lowrider S | 43 | TE 300I | 22 | EXC-F 250 | 2 |
| R1250 RS | 62 | Lowrider St | 89 | Vitpilen 401 | 12 | EXC-F 350 | 91 |
| R1250 RT | 190 | Nightster | 31 | Totaal Indian Motorcycle | 152 | EXC-F 450 | 96 |
| R1300 GS | 113 | Pan America | 82 | Challenger | 1 | EXC-F 500 | 20 |
| R18 | 19 | Road Glide | 50 | Chief | 3 | Freeride E-Xc | 3 |
| R18 B | 12 | Road King | 46 | Chief Bobber | 27 | RC 125 | 1 |
| R18 Classic | 12 | Softail | 10 | Chief Dark Horse | 6 | RC 390 | 7 |
| R18 Roctane | 8 | Sport Glide | 58 | Chieftain | 6 | Totaal Kymco | 69 |
| R18 Transcontinental | 7 | Sportster S | 32 | Chieftain Classic | 1 | Agility +200 | 12 |
| S1000 R | 30 | Street Bob | 44 | Chieftain Elite | 1 | Agility 16+ 125 | 1 |
| S1000 RR | 46 | Street Glide | 44 | Chieftain Limited | 1 | AK 550 | 7 |
| S1000 XR | 105 | Street Glide Special | 49 | FTR 1200 | 20 | DT X360 | 3 |
| Totaal CFMoto | 93 | Ultra Limited | 17 | Indian Pursuit | 6 | New Agility City 125 | 16 |
| 300NK | 1 | Totaal Honda | 2.511 | Pursuit Elite | 1 | New People S 200 | 9 |
| Totaal Honda | 2.511 | ADV 350 | 34 | Roadmaster | 7 | People S 150 | 1 |
| ADV 350 | 34 | | | Scout | 4 | | |

3.3 Verkoop nieuwe motorfietsen naar merk en model 2023, vervolg

| | |
|----------------|----|
| X-Town 300 | 12 |
| Xciting VS 400 | 8 |

| | |
|-------------------------|-----------|
| Totaal La Souris | 16 |
| E-ID X10 | 2 |
| La Souris | 14 |

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|------------------------|-----------|
| Totaal Livewire | 11 |
| Livewire One | 11 |

| | |
|----------------------|-----------|
| Totaal Loncin | 15 |
| 500 AC | 3 |
| 500DS | 3 |
| 500DSX | 1 |
| 500R | 2 |
| Loncin | 1 |
| LX500R | 3 |
| Voge 650DSX | 2 |

| | |
|--------------------|-----------|
| Totaal Mash | 38 |
| Belena 125 | 2 |
| Belena 300 | 4 |
| Black Seven | 2 |
| Cafe Racer | 1 |
| Dirt Track 650 | 1 |
| Five Hundred | 1 |
| New Seventy | 2 |
| Scrambler 400 | 1 |
| Side Force | 5 |
| Six Hundred | 8 |
| TT40 | 1 |
| Two Fifty | 7 |
| X-Ride 650 | 3 |

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|--------------------------|------------|
| Totaal Moto Guzzi | 264 |
| V100 Mandello | 69 |
| V7 850 | 51 |
| V85 | 136 |
| V9 | 8 |

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|---------------------------|-----------|
| Totaal Moto Morini | 95 |
| Seiemmezzo | 37 |
| X-Cape 650 | 58 |

| | |
|--------------------|-----------|
| Totaal Mutt | 25 |
| Akita 250 | 2 |
| FSR 250 | 1 |
| GT-SR 250 | 1 |
| HILTS 125 | 3 |
| HILTS 250 | 5 |
| Mastiff 125 | 1 |
| Mastiff 250 | 4 |
| Mongrel 125 | 1 |
| Mongrel 250 | 1 |
| Mushman 250 | 3 |
| RS-13 250 | 1 |
| Sabbath 250 | 2 |

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|-------------------------|-----------|
| Totaal MV Agusta | 19 |
| Brutale 1000 | 4 |
| Brutale 800 | 4 |
| Dragster 800 | 5 |
| F3 800 | 1 |
| Super Veloce | 3 |
| Turismo Veloce 800 | 2 |

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|-------------------|----------|
| Totaal Niu | 8 |
| MQI Series | 5 |
| NQI Series | 3 |

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|-----------------------|----------|
| Totaal Peugeot | 9 |
| Django 125 | 7 |
| XP 400 | 2 |

| | |
|-----------------------|------------|
| Totaal Piaggio | 607 |
| Beverly 300 | 6 |
| Beverly 400 | 135 |
| Liberty | 17 |
| Medley 125 | 26 |
| Piaggio 1 | 2 |
| Vespa 946 | 2 |
| Vespa Elettrica | 5 |
| Vespa GTS 125 | 2 |
| Vespa GTS 300 | 362 |
| Vespa GTV 300 | 9 |
| Vespa Primavera 125 | 12 |
| Vespa Sei giorni 300 | 4 |
| Vespa Sprint | 25 |

| | |
|-----------------------|-----------|
| Totaal Redmoto | 10 |
| Totaal RGNT | 10 |
| No.1 | 10 |

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|---------------------|-----------|
| Totaal Rieju | 18 |
| Aventura | 2 |
| MR | 14 |
| Rieju | 2 |

| | |
|-----------------------------|------------|
| Totaal Royal Enfield | 356 |
| Bullet 350 | 2 |
| Classic 350 | 67 |
| Continental Gt 650 | 11 |
| Himalayan 410 | 37 |
| Hntr 350 | 55 |
| Interceptor 650 | 39 |
| Meteor 350 | 41 |
| Scram 411 | 16 |
| Super Meteor 650 | 88 |

| | |
|----------------------|-----------|
| Totaal Segway | 48 |
|----------------------|-----------|

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|----------------------|-----------|
| Totaal Sherco | 17 |
| 250 Se | 4 |
| 300 Se | 9 |
| SEF-R | 4 |

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|-----------------------|-----------|
| Totaal Silence | 22 |
| S01 | 6 |
| S01+ | 14 |
| S02 | 2 |

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|-------------------------|-----------|
| Totaal Storm Bee | 36 |
| Storm Bee | 8 |
| Ultra Bee | 28 |

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|--------------------------|-----------|
| Totaal Super Soco | 16 |
|--------------------------|-----------|

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|----------------------|--------------|
| Totaal Suzuki | 1.165 |
| Burgman 400 | 21 |
| DL 650 V-Strom | 237 |
| DL 800 V-Strom | 186 |
| DL1050 V-Strom | 174 |
| GSX-8S | 145 |
| GSX-R 1300 Hayabusa | 28 |
| GSX-S 1000 | 149 |
| GSX-S 950 | 39 |
| SV650 | 186 |

| | |
|-------------------|-----------|
| Totaal SYM | 81 |
| ADX 125 | 2 |

| | |
|-----------------|----|
| Cruisym 300 | 13 |
| Fiddle | 13 |
| Jet 14 | 23 |
| Jet X 125 | 22 |
| Joyride 300 | 2 |
| Maxsym TL 508 | 1 |
| Symphony ST 125 | 5 |

| | |
|------------------|-----------|
| Totaal TM | 14 |
|------------------|-----------|

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|-----------------------|------------|
| Totaal Triumph | 740 |
| Bonneville Bobber | 15 |
| Bonneville Speedmast | 5 |
| Bonneville T100 | 17 |
| Bonneville T120 | 29 |
| Rocket III 2500 | 20 |
| Scrambler 1200 | 22 |
| Scrambler 900 | 9 |
| Speed Triple 1200 Rr | 7 |
| Speed Triple 1200 Rs | 15 |
| Speed Twin 1200 | 23 |
| Speed Twin 900 | 30 |
| Street Scrambler | 2 |
| Street Triple 660 | 3 |
| Street Triple 765 | 96 |
| Street Twin 900 | 4 |
| Thruxton 1200 | 11 |
| Tiger 1200 | 107 |
| Tiger 850 | 14 |
| Tiger 900 | 121 |
| Tiger Sport 660 | 95 |
| Trident 660 | 95 |

| | |
|---------------------------|----------|
| Totaal Vent S.R.L. | 5 |
|---------------------------|----------|

| | |
|--------------------|-----------|
| Totaal Voge | 11 |
| 300 Rally | |
| LX 500 H | 2 |

| | |
|----------------------|--------------|
| Totaal Yamaha | 2.728 |
| Delight | 1 |
| MT-03 | 23 |
| MT-07 | 498 |
| MT-09 | 421 |
| MT-10 | 72 |
| MT-125 | 37 |
| N-Max 125 | 20 |
| N-Max 155 | 29 |
| Niken 900 | 6 |
| T-Max 560 | 159 |
| Tenere 700 | 408 |
| Tracer 700 | 209 |
| Tracer 900 | 457 |
| Tricity 125 | 1 |
| X-Max 300 | 127 |
| XSR 125 | 21 |
| XSR 700 | 29 |
| XSR 900 | 40 |
| Yamaha | 1 |
| YZF-R1 | 35 |
| YZF-R125 | 35 |
| YZF-R3 | 16 |
| YZF-R7 | 83 |

| | |
|--------------------------------|-----------|
| Totaal Zero Motorcycles | 82 |
| DS | 1 |
| DSR | 1 |
| DSR/X | 38 |
| FX | 9 |
| FXE | 6 |
| S | 4 |

| | |
|------|---|
| SR | 5 |
| SR/F | 9 |
| SR/S | 9 |

| | |
|-----------------------|-----------|
| Overige merken | 60 |
|-----------------------|-----------|

Bron: RDC, bewerking RAI Vereniging



3.4 Verkoop nieuwe motorfietsen naar segment

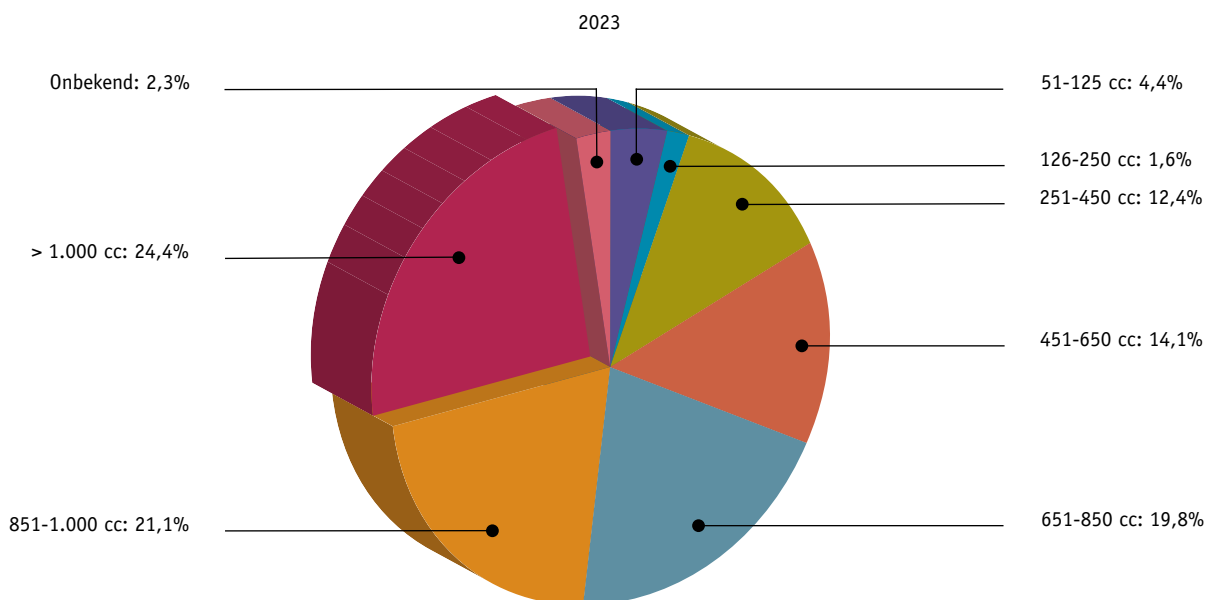
| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Totaal | 13.062 | 13.962 | 14.558 | 15.267 | 15.483 | 17.472 | 12,8% |
| All/Off-Road | 3.750 | 4.020 | 4.414 | 4.455 | 4.283 | 5.297 | 24% |
| Street/Naked | 4.003 | 4.540 | 4.617 | 5.054 | 5.144 | 4.861 | -6% |
| Scooter | 1.486 | 1.768 | 1.681 | 1.644 | 1.913 | 1.889 | -1% |
| Sport | 1.095 | 1.091 | 1.504 | 1.295 | 1.313 | 1.767 | 35% |
| Tour | 1.181 | 1.164 | 877 | 1.008 | 1.051 | 1.644 | 56% |
| Custom/Chopper | 838 | 784 | 862 | 1.185 | 1.022 | 1.158 | 13% |
| Super-Sport | 460 | 398 | 429 | 426 | 495 | 667 | 35% |
| Overige | 249 | 197 | 174 | 200 | 262 | 189 | -28% |

Bron: RDC, bewerking RAI Vereniging



3.5 Verkoop nieuwe motorfietsen naar cilinderinhoud

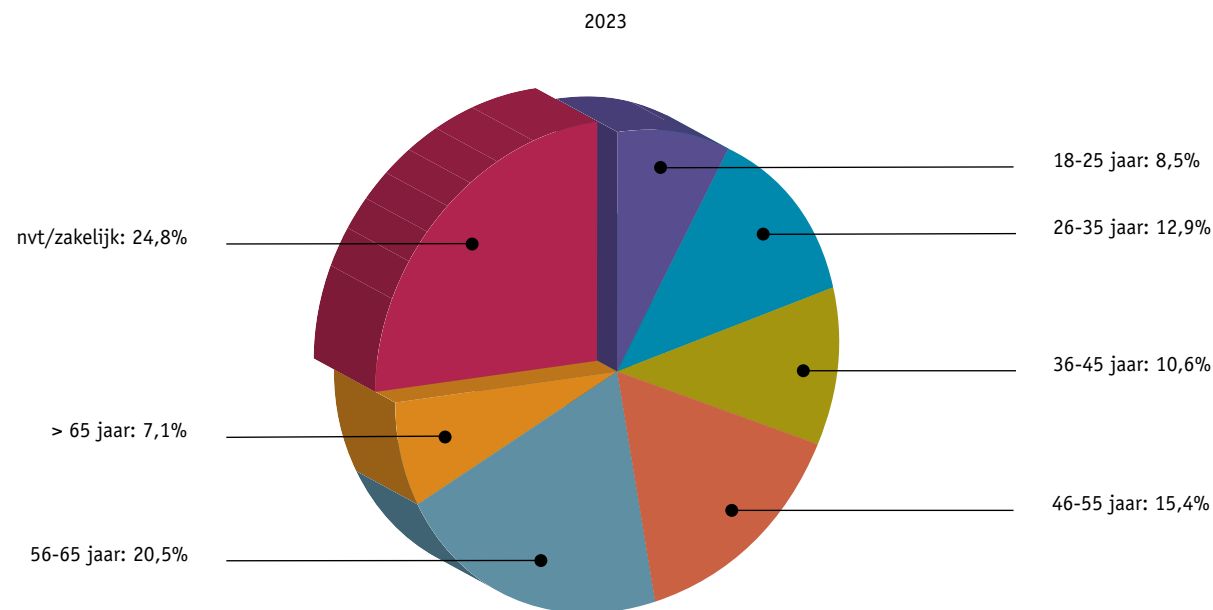
| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Totaal | 13.062 | 13.962 | 14.558 | 15.267 | 15.483 | 17.472 | 12,8% |
| 51-125 ccm | 485 | 483 | 497 | 526 | 584 | 766 | 31% |
| 126-250 ccm | 268 | 331 | 291 | 215 | 363 | 276 | -24% |
| 251-450 ccm | 1.912 | 2.205 | 2.024 | 2.168 | 2.254 | 2.165 | -4% |
| 451-650 ccm | 1.765 | 2.054 | 2.257 | 2.302 | 2.373 | 2.468 | 4% |
| 651-850 ccm | 2.464 | 2.695 | 2.911 | 2.363 | 1.965 | 3.453 | 76% |
| 851-1000 ccm | 1.566 | 1.750 | 2.225 | 3.062 | 3.295 | 3.683 | 12% |
| > 1000 ccm | 4.417 | 4.285 | 4.129 | 4.423 | 4.302 | 4.256 | -1% |
| Onbekend | 185 | 159 | 224 | 208 | 347 | 405 | 17% |



3.6 Verkoop nieuwe motorfietsen naar leeftijd van de eigenaar

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Totaal | 13.062 | 13.962 | 14.558 | 15.267 | 15.483 | 17.472 | 12,8% |
| 18-25 jaar | 818 | 936 | 960 | 1046 | 1.144 | 1.486 | 30% |
| 26-35 jaar | 1.310 | 1.460 | 1.827 | 1.952 | 1.997 | 2.262 | 13% |
| 36-45 jaar | 1.277 | 1.344 | 1.434 | 1.623 | 1.653 | 1.860 | 13% |
| 46-55 jaar | 2.877 | 2.756 | 2.617 | 2.751 | 2.544 | 2.696 | 6% |
| 56-65 jaar | 2.301 | 2.527 | 2.759 | 2.931 | 3.101 | 3.584 | 16% |
| > 65 jaar | 604 | 680 | 837 | 940 | 990 | 1.244 | 26% |
| n.v.t./zakelijk | 3.875 | 4.259 | 4.124 | 4.024 | 4.054 | 4.340 | 7% |

De motorfiets is onverminderd populair, met name onder jongeren: een groei van 30% in de categorie 18-25 jaar.



Bron: RDC, bewerking RAI Vereniging



3.7 Verkoop driewielige motorfietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|---------------|------------|------------|------------|------------|------------|------------|--------------|
| Totaal | 376 | 396 | 473 | 533 | 595 | 589 | -1,0% |
| Gilera | 4 | - | - | - | - | - | - |
| Kymco | - | - | - | - | 6 | 69 | 1.050% |
| Peugeot | 97 | 74 | 53 | 93 | 92 | 69 | -25% |
| Piaggio | 274 | 321 | 376 | 365 | 417 | 360 | -14% |
| Quadro | 1 | 1 | - | - | - | - | - |
| Yamaha | - | - | 44 | 75 | 80 | 91 | 14% |

Bron: RDC, bewerking RAI Vereniging



3.8 Verkoop gebruikte motorfietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|--|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| Totaal | 129.691 | 131.643 | 152.814 | 144.815 | 140.157 | 140.874 | 0,5% |
| Professionele motorfietsbedrijven | 49.642 | 54.792 | 60.735 | 61.194 | 60.153 | 58.409 | -3% |
| Particulieren | 80.049 | 76.851 | 92.079 | 83.621 | 80.004 | 82.465 | 3% |

Bron: RDC, bewerking RAI Vereniging



3.9 Invoer en uitvoer van motorfietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|---------------------------|--------|--------|--------|--------|--------|--------|-----|
| Individuele import | 13.573 | 15.367 | 13.805 | 17.924 | 18.420 | 17.968 | -2% |
| Export | 13.552 | 13.497 | 13.148 | 13.992 | 13.681 | 13.061 | -5% |

Bron: RDC, bewerking RAI Vereniging



3.10 Individuele import motorfietsen naar bouwjaar

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Totaal | 13.573 | 15.367 | 13.805 | 17.924 | 18.420 | 17.968 | -2,5% |
| 2023 | - | - | - | - | - | 324 | - |
| 2022 | - | - | - | - | 317 | 851 | 168% |
| 2021 | - | - | - | 279 | 923 | 1.278 | 38% |
| 2020 | - | - | 227 | 736 | 1.243 | 1.387 | 12% |
| 2019 | - | 190 | 557 | 1.094 | 1.466 | 1.447 | -1% |
| 2018 | 212 | 491 | 877 | 1.437 | 1.542 | 1.453 | -6% |
| 2017 | 455 | 886 | 1.160 | 1.608 | 1.498 | 1.276 | -15% |
| 2016 | 710 | 1.137 | 1.141 | 1.456 | 1.314 | 1.102 | -16% |
| 2015 | 964 | 1.236 | 1.084 | 1.325 | 1.113 | 962 | -14% |
| 2014 | 1.001 | 1.152 | 950 | 1.119 | 998 | 791 | -21% |
| 2013 | 876 | 928 | 760 | 853 | 755 | 555 | -26% |
| 2012 | 823 | 860 | 729 | 723 | 701 | 549 | -22% |
| 2011 | 780 | 818 | 582 | 664 | 513 | 408 | -20% |
| 2010 | 729 | 741 | 490 | 534 | 456 | 377 | -17% |
| 2009 | 787 | 719 | 521 | 573 | 460 | 389 | -15% |
| 2008 | 821 | 807 | 528 | 574 | 503 | 371 | -26% |
| 2007 | 747 | 701 | 420 | 512 | 457 | 349 | -24% |
| 2006 | 557 | 516 | 318 | 351 | 296 | 261 | -12% |
| 2005 | 509 | 460 | 292 | 316 | 273 | 249 | -9% |
| 2004 | 449 | 393 | 284 | 273 | 238 | 214 | -10% |
| 2003 | 334 | 286 | 220 | 244 | 192 | 227 | 18% |
| 2002 | 277 | 211 | 173 | 157 | 196 | 162 | -17% |
| 2001 | 187 | 191 | 165 | 157 | 168 | 181 | 8% |
| 2000 | 191 | 201 | 155 | 192 | 198 | 211 | 7% |
| 1999 | 182 | 207 | 187 | 221 | 217 | 203 | -6% |
| 1998 | 176 | 181 | 186 | 236 | 221 | 203 | -8% |
| 1997 | 89 | 115 | 85 | 114 | 123 | 92 | -25% |
| 1996 | 72 | 67 | 74 | 121 | 120 | 126 | 5% |
| 1995 | 64 | 55 | 62 | 73 | 85 | 76 | -11% |
| 1994 | 43 | 63 | 69 | 83 | 71 | 105 | 48% |
| 1993 | 47 | 49 | 38 | 61 | 55 | 62 | 13% |
| 1992 | 52 | 44 | 37 | 47 | 47 | 45 | -4% |
| 1991 | 33 | 38 | 33 | 36 | 35 | 34 | -3% |
| 1990 | 29 | 39 | 37 | 36 | 44 | 36 | -18% |
| < 1990 | 1.377 | 1.585 | 1.364 | 1.719 | 1.582 | 1.612 | 2% |

Bron: RDC, bewerking RAI Vereniging



3.11 Individuele export motorfietsen naar bouwjaar

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | + / - |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Totaal | 13.552 | 13.497 | 13.148 | 13.992 | 13.681 | 13.061 | -4,5% |
| 2023 | - | - | - | - | - | 157 | - |
| 2022 | - | - | - | - | 189 | 123 | -35% |
| 2021 | - | - | - | 324 | 132 | 130 | -2% |
| 2020 | - | - | 136 | 111 | 93 | 85 | -9% |
| 2019 | - | 97 | 85 | 82 | 70 | 85 | 21% |
| 2018 | 140 | 88 | 66 | 77 | 66 | 115 | 74% |
| 2017 | 104 | 56 | 64 | 61 | 94 | 97 | 3% |
| 2016 | 50 | 60 | 79 | 75 | 127 | 131 | 3% |
| 2015 | 53 | 76 | 71 | 74 | 105 | 130 | 24% |
| 2014 | 67 | 85 | 82 | 94 | 121 | 126 | 4% |
| 2013 | 83 | 74 | 76 | 87 | 113 | 128 | 13% |
| 2012 | 72 | 108 | 91 | 82 | 123 | 131 | 7% |
| 2011 | 95 | 93 | 85 | 117 | 135 | 152 | 13% |
| 2010 | 99 | 111 | 102 | 136 | 155 | 194 | 25% |
| 2009 | 123 | 132 | 138 | 183 | 206 | 221 | 7% |
| 2008 | 174 | 177 | 201 | 218 | 239 | 288 | 21% |
| 2007 | 213 | 226 | 251 | 254 | 307 | 345 | 12% |
| 2006 | 215 | 241 | 240 | 280 | 301 | 346 | 15% |
| 2005 | 237 | 275 | 266 | 331 | 327 | 373 | 14% |
| 2004 | 318 | 321 | 342 | 336 | 373 | 407 | 9% |
| 2003 | 280 | 346 | 368 | 399 | 457 | 446 | -2% |
| 2002 | 352 | 365 | 379 | 444 | 452 | 514 | 14% |
| 2001 | 367 | 446 | 418 | 460 | 511 | 504 | -1% |
| 2000 | 483 | 529 | 491 | 585 | 564 | 513 | -9% |
| 1999 | 521 | 589 | 560 | 601 | 610 | 584 | -4% |
| 1998 | 477 | 520 | 490 | 516 | 542 | 500 | -8% |
| 1997 | 522 | 536 | 502 | 529 | 511 | 482 | -6% |
| 1996 | 569 | 510 | 509 | 559 | 495 | 489 | -1% |
| 1995 | 565 | 527 | 493 | 503 | 481 | 449 | -7% |
| 1994 | 516 | 521 | 517 | 562 | 441 | 405 | -8% |
| 1993 | 634 | 604 | 570 | 560 | 518 | 469 | -9% |
| 1992 | 571 | 564 | 525 | 539 | 493 | 390 | -21% |
| 1991 | 511 | 459 | 468 | 437 | 429 | 355 | -17% |
| 1990 | 394 | 352 | 365 | 317 | 315 | 269 | -15% |
| < 1990 | 4.747 | 4.409 | 4.118 | 4.059 | 3.586 | 2.928 | -18% |

Bron: RDC, bewerking RAI Vereniging

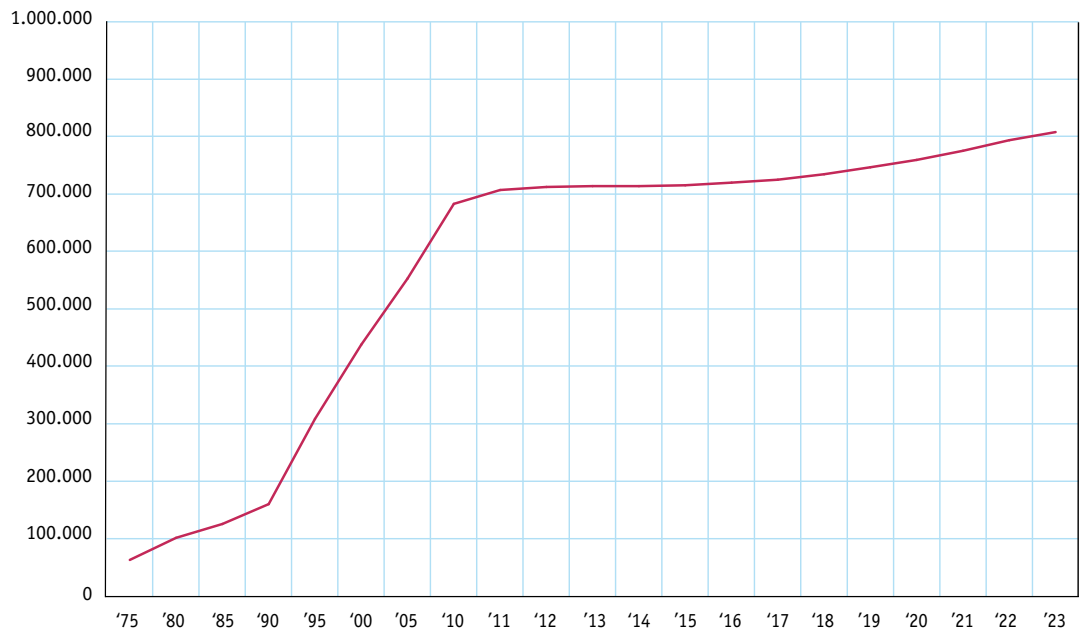


In 2023 zien we een forse afname van de export van oudere motorfietsen (bouwjaar 2001 en ouder).

3.12 Motorfietspark 1975 - 2023

Aantal (per 31 dec.)

| | |
|------|---------|
| 1975 | 63.000 |
| 1980 | 101.500 |
| 1985 | 125.600 |
| 1990 | 160.177 |
| 1995 | 308.469 |
| 2000 | 437.798 |
| 2005 | 552.949 |
| 2010 | 683.000 |
| 2011 | 707.140 |
| 2012 | 712.417 |
| 2013 | 713.917 |
| 2014 | 713.888 |
| 2015 | 715.392 |
| 2016 | 719.967 |
| 2017 | 725.091 |
| 2018 | 734.610 |
| 2019 | 746.755 |
| 2020 | 759.543 |
| 2021 | 775.435 |
| 2022 | 793.878 |
| 2023 | 808.002 |



Bron: RDC, bewerking RAI Vereniging

In 2023 is de
800.000^e motorfiets
geregistreerd:
het motorfietspark is nog
nooit zo groot geweest.

3.13 Motorfietspark naar merk en bouwjaar

| Per 1 januari 2024 | 2023 | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | Ouder | Totaal |
|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| Totaal | 17.538 | 16.283 | 17.271 | 17.634 | 18.133 | 18.417 | 19.069 | 19.206 | 18.145 | 16.829 | 629.477 | 808.002 |
| Honda | 2.539 | 1.937 | 2.099 | 1.686 | 1.892 | 1.694 | 2.209 | 2.466 | 1.969 | 2.183 | 146.224 | 166.898 |
| Yamaha | 2.717 | 2.349 | 2.605 | 3.092 | 3.110 | 3.311 | 3.304 | 3.320 | 3.186 | 2.507 | 97.454 | 126.955 |
| BMW | 2.285 | 2.483 | 2.724 | 3.027 | 2.964 | 2.806 | 2.950 | 2.955 | 2.853 | 2.905 | 73.788 | 101.740 |
| Suzuki | 1.168 | 1.020 | 939 | 1.084 | 1.189 | 1.304 | 1.396 | 1.467 | 1.521 | 1.458 | 79.976 | 92.522 |
| Kawasaki | 2.254 | 1.938 | 2.251 | 2.622 | 2.445 | 2.500 | 2.710 | 2.298 | 2.155 | 1.648 | 53.677 | 76.498 |
| Harley-Davidson | 778 | 857 | 909 | 1.036 | 1.255 | 1.465 | 1.515 | 1.667 | 1.706 | 1.707 | 50.145 | 63.040 |
| Ducati | 617 | 639 | 660 | 552 | 716 | 699 | 871 | 862 | 943 | 843 | 19.818 | 27.220 |
| KTM | 1.263 | 1.148 | 1.619 | 1.565 | 1.644 | 1.806 | 1.574 | 1.358 | 1.160 | 1.135 | 10.851 | 25.123 |
| Triumph | 749 | 823 | 842 | 719 | 734 | 915 | 936 | 1.025 | 893 | 950 | 15.834 | 24.420 |
| Piaggio | 602 | 655 | 622 | 593 | 695 | 625 | 502 | 485 | 478 | 406 | 7.701 | 13.364 |
| Moto Guzzi | 265 | 258 | 240 | 201 | 185 | 80 | 98 | 155 | 120 | 108 | 10.505 | 12.215 |
| Aprilia | 283 | 283 | 193 | 95 | 115 | 118 | 109 | 131 | 151 | 142 | 8.821 | 10.441 |
| Husqvarna | 234 | 202 | 232 | 254 | 253 | 193 | 155 | 160 | 124 | 143 | 1.519 | 3.469 |
| Vespa | - | - | - | - | 1 | 1 | - | 3 | 1 | - | 3.450 | 3.456 |
| Zündapp | - | - | - | - | - | - | - | - | - | - | 3.285 | 3.285 |
| Kreidler | - | - | - | - | - | 2 | 2 | 1 | - | - | 2.969 | 2.974 |
| BSA | - | - | - | - | - | - | - | - | - | - | 2.551 | 2.551 |
| Royal Enfield | 358 | 373 | 294 | 201 | 171 | 69 | 29 | 34 | 31 | 23 | 528 | 2.111 |
| Buell | - | - | - | - | - | - | - | 1 | - | - | 1.979 | 1.980 |
| MV Agusta | 19 | 42 | 43 | 38 | 26 | 36 | 45 | 92 | 174 | 128 | 1.330 | 1.973 |
| Gilera | - | - | - | - | - | - | 1 | - | - | 6 | 1.942 | 1.949 |
| Laverda | - | - | - | - | - | - | - | - | - | - | 1.742 | 1.742 |
| Kymco | 67 | 113 | 55 | 64 | 98 | 93 | 131 | 103 | 154 | 116 | 692 | 1.686 |
| Norton | - | - | - | 1 | - | 1 | - | 2 | - | - | 1.673 | 1.677 |
| Zundapp | - | - | 1 | - | - | - | 1 | - | - | - | 1.565 | 1.567 |
| Jawa | 5 | 6 | 5 | 2 | - | 3 | 1 | - | - | - | 1.531 | 1.553 |
| DKW | - | - | - | - | - | - | - | - | - | - | 1.515 | 1.515 |
| Heinkel | - | - | - | - | - | - | - | - | - | - | 1.442 | 1.442 |
| Benelli | 231 | 151 | 136 | 139 | 78 | 76 | 13 | 4 | 1 | 4 | 600 | 1.433 |
| Cagiva | - | - | - | - | - | 1 | - | 1 | 1 | - | 1.225 | 1.228 |
| Indian Motorcycle | 152 | 134 | 172 | 168 | 149 | 112 | 86 | 97 | 81 | 30 | 24 | 1.205 |
| Matchless | - | - | - | - | - | - | - | - | - | - | 1.068 | 1.068 |
| MZ | - | - | - | - | - | - | - | - | - | - | 1.066 | 1.066 |
| SYM | 79 | 69 | 53 | 86 | 80 | 68 | 50 | 54 | 66 | 43 | 300 | 948 |
| Beta | 64 | 85 | 99 | 73 | 73 | 63 | 53 | 49 | 50 | 40 | 194 | 843 |
| NSU | - | - | - | - | - | - | - | - | - | - | 730 | 730 |
| Moto Morini | 95 | 69 | 1 | - | - | - | 1 | 1 | - | 1 | 533 | 701 |
| Zero Motorcycles | 86 | 97 | 83 | 91 | 81 | 63 | 63 | 39 | 27 | 27 | 21 | 678 |
| Indian | - | 1 | - | 3 | 5 | 8 | 5 | 6 | 7 | 4 | 609 | 648 |
| Peugeot | 9 | 8 | 5 | 7 | 6 | 7 | 9 | 32 | 36 | 9 | 492 | 620 |
| Ural | 1 | 2 | 6 | 1 | 6 | 1 | 3 | 3 | 1 | 1 | 547 | 572 |
| Sparta | - | - | - | - | - | - | - | - | - | - | 548 | 548 |
| Ariel | - | - | - | - | - | - | - | - | - | - | 514 | 514 |
| Overige merken | 618 | 541 | 383 | 234 | 162 | 297 | 247 | 335 | 256 | 262 | 16.499 | 19.834 |

Bron: RDC, bewerking RAI Vereniging



3.14 Motorfietspark naar bouwjaar en cilinderinhoud

| Per 1 januari 2024 | 2023 | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | Ouder | Totaal |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| Totaal | 17.538 | 16.283 | 17.271 | 17.634 | 18.133 | 18.417 | 19.069 | 19.206 | 18.145 | 16.829 | 629.477 | 808.002 |
| Cilinderinhoud | | | | | | | | | | | | |
| 51-125 ccm | 767 | 603 | 568 | 578 | 594 | 605 | 510 | 605 | 584 | 515 | 20.577 | 26.506 |
| 126-250 ccm | 277 | 365 | 240 | 317 | 344 | 297 | 308 | 564 | 509 | 453 | 32.928 | 36.602 |
| 251-450 ccm | 2.167 | 2.332 | 2.263 | 2.216 | 2.398 | 2.174 | 1.933 | 1.711 | 1.589 | 1.328 | 30.915 | 51.026 |
| 451-650 ccm | 2.476 | 2.451 | 2.608 | 2.718 | 2.731 | 2.522 | 2.799 | 2.451 | 2.133 | 1.643 | 149.343 | 173.875 |
| 651-850 ccm | 3.473 | 2.124 | 2.854 | 3.804 | 4.012 | 4.203 | 4.940 | 5.178 | 5.617 | 5.128 | 134.782 | 176.115 |
| 851-1000 ccm | 3.697 | 3.482 | 3.507 | 2.873 | 2.501 | 2.447 | 2.500 | 2.129 | 1.428 | 1.083 | 89.766 | 115.413 |
| > 1000 ccm | 4.272 | 4.586 | 5.046 | 4.921 | 5.411 | 6.006 | 5.968 | 6.511 | 6.218 | 6.613 | 166.099 | 221.651 |
| Onbekend | 409 | 340 | 185 | 207 | 142 | 163 | 111 | 57 | 67 | 66 | 5.067 | 6.814 |

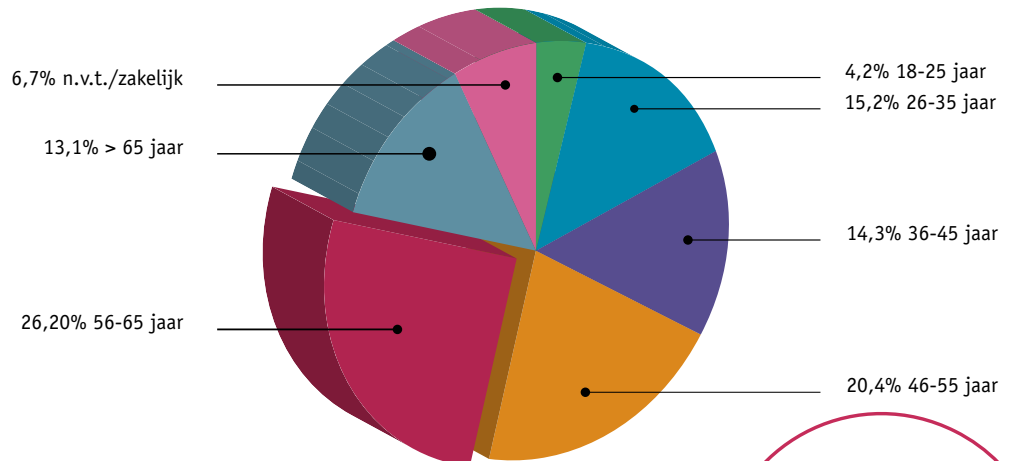
Bron: RDC, bewerking RAI Vereniging



3.15 Motorfietspark naar leeftijd van de eigenaar

Per 1 januari 2024

| | |
|-----------------|----------------|
| Totaal | 808.002 |
| 18-25 jaar | 33.753 |
| 26-35 jaar | 122.522 |
| 36-45 jaar | 115.373 |
| 46-55 jaar | 164.597 |
| 56-65 jaar | 211.965 |
| > 65 jaar | 105.983 |
| n.v.t./zakelijk | 53.809 |



Bron: RDC, bewerking RAI Vereniging

3.16 Aantal behaalde motorfietsrijbewijzen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|------------------------------|--------|--------|--------|--------|--------|--------|-------|
| Motorfietsrijbewijzen | 28.757 | 29.992 | 25.753 | 32.270 | 33.676 | 33.536 | -0,4% |

Bron: CBR Jaarverslag, bewerking BOVAG

De populariteit van motorrijden onder jongeren zien we ook terug in het aantal behaalde rijbewijzen; met name in de jongste categorie (18 tot 20 jaar).

3.17 Motorrijbewijsbezit naar leeftijd

| Per 1 januari | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | +/- |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|
| Totaal | 1.456.843 | 1.472.628 | 1.493.590 | 1.504.509 | 1.522.081 | 1.543.946 | 1,4% |
| 18 tot 20 jaar | 749 | 823 | 781 | 759 | 872 | 1.085 | 24% |
| 20 tot 25 jaar | 22.728 | 23.342 | 23.384 | 24.153 | 26.287 | 28.095 | 7% |
| 25 tot 30 jaar | 70.462 | 70.300 | 68.281 | 68.050 | 68.731 | 69.988 | 2% |
| 30 tot 40 jaar | 188.006 | 192.698 | 197.112 | 202.704 | 209.830 | 217.887 | 4% |
| 40 tot 50 jaar | 306.665 | 286.855 | 269.857 | 254.270 | 242.373 | 235.407 | -3% |
| 50 tot 60 jaar | 433.258 | 439.529 | 442.065 | 437.167 | 428.306 | 414.559 | -3% |
| 60 tot 65 jaar | 147.260 | 159.697 | 172.432 | 185.050 | 196.533 | 207.257 | 5% |
| 65 tot 70 jaar | 97.030 | 103.554 | 111.832 | 120.501 | 130.482 | 141.612 | 9% |
| 70 tot 75 jaar | 80.336 | 81.976 | 85.313 | 84.223 | 86.015 | 90.290 | 5% |
| 75 jaar of ouder | 110.349 | 113.854 | 122.533 | 127.632 | 132.652 | 137.766 | 4% |

Bron: CBS, bewerking BOVAG

3.18 Geregistreerde diefstal van motorfietsen

| Jaar | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | +/- |
|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Totaal | 1.602 | 1.579 | 1.604 | 1.498 | 1.694 | 1.877 | 10,8% |

Bron: CBS, bewerking BOVAG

3.19 België: verkoop nieuwe motorfietsen naar merk

| Jaar | 2020 | 2021 | 2022 | 2023 | +/- |
|-----------------------|---------------|---------------|---------------|---------------|-------------|
| Totaal | 25.807 | 25.422 | 24.683 | 25.359 | 2,7% |
| Honda | 2.483 | 3.298 | 3.346 | 3.993 | 19% |
| BMW | 3.230 | 3.466 | 3.206 | 3.366 | 5% |
| Yamaha | 3.222 | 2.848 | 2.657 | 2.904 | 9% |
| Kawasaki | 2.099 | 1.961 | 1.560 | 2.042 | 31% |
| Piaggio | 1.966 | 1.757 | 1.364 | 1.628 | 19% |
| KTM | 1.840 | 1.515 | 1.178 | 1.250 | 6% |
| Triumph | 991 | 1.159 | 1.110 | 1.141 | 3% |
| Harley-Davidson | 1.331 | 1.057 | 1.060 | 978 | -8% |
| SYM | 862 | 671 | 800 | 686 | -14% |
| Kymco | 733 | 619 | 858 | 661 | -23% |
| Ducati | 590 | 702 | 786 | 655 | -17% |
| Suzuki | 591 | 428 | 385 | 508 | 32% |
| CF Moto | 587 | 619 | 559 | 505 | -10% |
| Royal Enfield | 413 | 464 | 545 | 468 | -14% |
| Husqvarna | 509 | 410 | 355 | 436 | 23% |
| Aprilia | 107 | 220 | 415 | 359 | -13% |
| BRP | 241 | 377 | 313 | 340 | 9% |
| Benelli | 295 | 327 | 372 | 332 | -11% |
| Moto Guzzi | 215 | 278 | 239 | 275 | 15% |
| Zontes | 55 | 230 | 140 | 187 | 34% |
| Overige merken | 3.447 | 3.016 | 3.562 | 2.645 | -26% |

Bron: Febiac, bewerking RAI Vereniging



Hoe populair de motorfiets in Nederland ook is: België steekt er, absoluut en relatief, met kop en staart bovenuit.

3.20 Italië: productie scooters en motorfietsen

| | Scooters | Elektrische scooters | Motorfietsen | Elektrische motorfietsen |
|------|----------|----------------------|--------------|--------------------------|
| 2012 | 65.000 | - | 265.000 | - |
| 2013 | 62.679 | - | 253.910 | - |
| 2014 | 66.299 | - | 214.420 | - |
| 2015 | 60.314 | - | 228.425 | - |
| 2016 | 60.699 | 600 | 240.914 | 110 |
| 2017 | 74.996 | 863 | 249.356 | 670 |
| 2018 | 73.133 | 4.452 | 252.455 | 1.756 |
| 2019 | 59.291 | 4.267 | 261.299 | 4.223 |
| 2020 | 56.900 | 1.580 | 231.900 | 2.950 |
| 2021 | 42.500 | 4.000 | 293.850 | 4.000 |
| 2022 | 40.020 | 2.190 | 341.190 | 3.460 |

Bron: ANCMA, bewerking RAI Vereniging



3.21 Japan: productie motorfietsen

| Cilinderinhoud | 51-125 cc | 126-250 cc | > 250 cc | Totaal | +/- |
|----------------|-----------|------------|----------|------------------|------|
| 1985 | 1.373.423 | 469.728 | 678.346 | 2.521.497 | - |
| 1990 | 686.734 | 270.304 | 506.637 | 1.463.675 | -42% |
| 1995 | 1.038.938 | 217.738 | 544.760 | 1.801.436 | 23% |
| 2000 | 630.221 | 297.433 | 851.191 | 1.778.845 | -1% |
| 2005 | 260.343 | 279.274 | 953.419 | 1.493.036 | -16% |
| 2010 | 80.630 | 108.950 | 387.082 | 576.662 | -61% |
| 2011 | 64.507 | 104.436 | 365.108 | 534.051 | -7% |
| 2012 | 39.569 | 91.925 | 373.093 | 504.587 | -6% |
| 2013 | 27.670 | 88.108 | 372.591 | 488.369 | -3% |
| 2014 | 31.529 | 93.536 | 395.424 | 520.489 | 7% |
| 2015 | 30.886 | 76.945 | 348.125 | 455.956 | -12% |
| 2016 | 31.465 | 73.194 | 356.558 | 461.217 | 1% |
| 2017 | 33.665 | 78.993 | 404.176 | 516.834 | 12% |
| 2018 | 59.451 | 61.658 | 389.854 | 510.963 | -1% |
| 2019 | 47.945 | 54.682 | 333.738 | 436.365 | -15% |
| 2020 | 38.504 | 53.939 | 269.944 | 362.387 | -17% |
| 2021 | 54.280 | 58.001 | 392.261 | 504.542 | 39% |
| 2022 | 54.703 | 53.564 | 434.154 | 542.421 | 8% |
| 2023 | 52.342 | 54.587 | 481.177 | 588.106 | 8% |

Bron: JAMA, bewerking RAI Vereniging



3.22 Europa: verkoop nieuwe motorfietsen

| Jaar | Totaal | | | | | | | Waarvan elektrisch | | | | | |
|-------------------------|------------------|------------------|----------------|------------------|------------------|------------------|--------------|--------------------|---------------|---------------|---------------|---------------|---------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | + / - | 2019 | 2020 | 2021 | 2022 | 2023 | + / - |
| Totaal EU | 1.004.063 | 1.079.524 | 959.361 | 1.034.580 | 1.043.452 | 1.153.276 | 10,5% | 12.635 | 18.676 | 23.911 | 45.243 | 36.699 | -18,9% |
| Italië | 219.694 | 231.712 | 218.091 | 269.610 | 271.383 | 320.186 | 18% | 1.693 | 5.620 | 6.233 | 11.399 | 8.366 | -27% |
| Duitsland | 156.108 | 166.676 | 220.426 | 199.132 | 199.410 | 213.801 | 7% | 1.721 | 2.722 | 3.541 | 9.445 | 9.059 | -4% |
| Frankrijk | 177.460 | 197.470 | 190.742 | 206.955 | 193.356 | 206.731 | 7% | 2.202 | 2.847 | 4.585 | 10.372 | 8.844 | -15% |
| Spanje | 159.946 | 177.037 | 154.158 | 166.513 | 176.961 | 201.115 | 14% | 5.825 | 5.877 | 5.494 | 8.664 | 6.106 | -30% |
| Groot-Brittannië | 100.439 | 101.273 | 97.346 | 107.270 | 109.327 | 108.065 | -1% | 525 | 941 | 3.231 | 3.604 | 2.389 | -34% |
| Nederland | 13.891 | 14.378 | 14.860 | 16.144 | 15.480 | 17.472 | 13% | 185 | 269 | 293 | 346 | 405 | 17% |
| Portugal | 28.326 | 29.857 | 28.961 | 34.005 | 36.611 | 43.159 | 13% | 20 | 5 | 175 | 671 | 838 | 25% |
| België | 23.936 | 24.205 | 24.339 | 24.723 | 24.099 | 24.765 | 13% | 453 | 358 | 305 | 679 | 636 | -6% |
| Roemenië | 1.525 | 2.159 | 2.546 | 3.231 | 4.683 | 6.808 | 13% | 5 | 9 | 22 | 122 | 230 | 89% |
| Luxemburg | 2.007 | 2.130 | 2.419 | 2.562 | 2.479 | 2.541 | 13% | 11 | 37 | 54 | 63 | 56 | -11% |
| Slovenië | 2.347 | 2.333 | 2.039 | n.b. | 4.254 | 5.794 | 13% | 2 | 8 | n.b. | 28 | 57 | 104% |
| Ierland | 1.371 | 1.718 | 1.639 | 2.277 | 2.776 | n.b. | 13% | 7 | 10 | 10 | 22 | n.b. | - |
| Letland | 791 | 1.022 | 1.023 | 1.225 | 1.411 | 1.501 | 13% | 2 | 12 | 19 | 48 | 64 | 33% |
| Estland | 595 | 721 | 772 | 933 | 1.222 | 1.338 | 13% | 3 | 5 | 8 | 18 | 31 | 72% |
| Denemarken | 3.415 | n.b. | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Finland | 3.207 | 3.323 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Griekenland | 32.575 | 37.168 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Hongarije | 3.051 | 4.061 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Kroatië | 2.781 | 3.237 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Litouwen | 416 | 557 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Oostenrijk | 26.038 | 27.654 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Polen | 14.550 | 19.200 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Slowakije | 5.281 | 5.745 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Tsjechië | 13.946 | 15.134 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |
| Zweden | 10.367 | 10.754 | n.b. | n.b. | n.b. | n.b. | - | n.b. | n.b. | n.b. | n.b. | n.b. | - |

Bron: ACEM, bewerking RAI Vereniging



3.23 Europa: motorfietspark

| Jaar | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | +/- |
|-------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|
| Totaal | 25.240.128 | 25.573.290 | 25.953.568 | 24.482.703 | 25.209.469 | 21.789.485 | -13,6% |
| Italië | 6.697.000 | 6.778.000 | 6.886.000 | 6.990.000 | 7.130.000 | 7.302.597 | 2% |
| Duitsland | 4.241.225 | 4.278.485 | 4.368.651 | 4.524.520 | 4.636.891 | 4.741.109 | 2% |
| Spanje | 3.327.048 | 3.459.760 | 3.607.226 | 3.736.030 | 3.866.220 | 4.006.804 | 4% |
| Griekenland | 1.656.657 | 1.583.491 | 1.609.923 | 1.637.608 | 1.675.804 | 1.724.438 | 3% |
| Nederland | 725.091 | 734.610 | 746.755 | 759.543 | 775.435 | 793.878 | 2% |
| Tsjechië | 613.428 | 642.575 | 672.939 | 704.357 | 725.544 | 776.273 | 7% |
| Oostenrijk | 518.394 | 534.643 | 549.769 | 570.760 | 595.677 | 614.023 | 3% |
| België | 449.303 | 459.151 | 467.201 | 480.677 | 493.952 | 504.516 | 2% |
| Zweden | 299.505 | 300.356 | 302.183 | 310.086 | 312.987 | 314.142 | - |
| Finland | 269.729 | 274.049 | 278.534 | 283.214 | 287.628 | 292.245 | 2% |
| Hongarije | 167.413 | 176.070 | 185.943 | 194.594 | 202.521 | 210.746 | 4% |
| Denemarken | 158.377 | 160.823 | 162.032 | 165.527 | 168.418 | 169.237 | - |
| Kroatië | 69.148 | 73.997 | 78.650 | 81.305 | 85.793 | 92.597 | 8% |
| Slovenië | 64.330 | 67.145 | 70.329 | 72.607 | 75.603 | 81.172 | 7% |
| Litouwen | 31.112 | 33.666 | 39.703 | 45.883 | 52.614 | 59.984 | 14% |
| Estland | 32.978 | 34.629 | 36.782 | 38.707 | 40.629 | 43.518 | 7% |
| Letland | 22.166 | 23.713 | 26.785 | 29.561 | 32.893 | 35.732 | 9% |
| Luxemburg | 20.601 | 21.672 | 22.705 | 24.039 | 25.330 | 26.474 | 5% |
| Bulgarije | 105.988 | 112.388 | 118.738 | 124.311 | 129.524 | onb. | - |
| Cyprus | 27.242 | 28.183 | 28.682 | 29.735 | 31.108 | onb. | - |
| Frankrijk | 2.518.220 | 2.436.000 | 2.175.000 | onb. | onb. | onb. | - |
| Groot-Brittannië | 1.179.488 | 1.193.532 | 1.204.617 | 1.227.413 | 1.269.584 | onb. | - |
| Ierland | 39.873 | 40.198 | 42.492 | 44.819 | 46.636 | onb. | - |
| Malta | 24.361 | 26.995 | 29.252 | 31.153 | 33.981 | onb. | - |
| Polen | 1.427.115 | 1.502.888 | 1.587.031 | 1.669.138 | 1.749.700 | onb. | - |
| Portugal | 331.014 | 356.473 | 396.934 | 427.951 | 464.586 | onb. | - |
| Roemenië | 120.512 | 129.657 | 141.608 | 155.312 | 169.095 | onb. | - |
| Slowakije | 102.810 | 110.141 | 117.104 | 123.853 | 131.316 | onb. | - |

Bron: ACEM, bewerking RAI Vereniging



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