

# The Registration Plate Encyclopedia THE NETHERLANDS



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The Registration Plate  
Encyclopedia

THE NETHERLANDS

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Photo front page: my own Lancia Ypsilon 1.2 16V LX with the registration number SR-HJ-80

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## Introduction

To many people the Dutch registration plates are not quite fascinating, but to me they are absolutely interesting and fascinating enough to write a book about. When I was a very young boy registration plates already interested and fascinated me. I watched and read each plate I saw and I still do. From 1994 I record special or new registration plates in a book. So I gathered information about the many different types of plate that occur in the Netherlands and abroad.

In 2002 I decided to give structure to this knowledge and to write a kind of encyclopedia on it. The aim of this encyclopedia was to have a book in which all knowledge and details about registration plates get clear in a fast and bright way. But time did not stand still. Within two and a half years many details about registration plates have changed. That is why a new revised edition of the Dutch Registration Plate Encyclopedia is presented here.

I hope this book will be helpful to you.

Anne ter Wal.

## Contents

The book is divided in three main sections. The first - A - is about the current series for private and commercial vehicles, motorcycles and trailers. The second - B - is about former series for these vehicle categories. The last section deals with all other types of registration plates that occur in the Dutch system.

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# Current Series

A1:	General	Current Plate style Basic Principles Deviant sizes Taxi Plates Repeater plates	
A2:	Private vehicle series		
	01-DB-BB		1999-now
A3:	Commercial vehicle series		
	01-VB-BB	light	1998-2001
	01-BB-BB	light	2001-now
	BB-BB-01	heavy	1994-now
A4:	Motorcycle series		
	MB-BB-01		1999-now
A5:	Trailers		
	OB-01-BB	opleggers	1988-now
	WB-BB-01	aanhangwagens	2000-now

## A1 A GENERAL INTRODUCTION



A1.1 Dutch registration plates have changed style four times. The current fourth style plates are reflective yellow with black lettering and a black border. A blue band is placed on the left. In this band are twelve yellow stars in a circle (the symbol of the European Union) above the letters NL in white. These Europlates have been in use since February 2000. From January 2003 all vehicles have to be provided with Europlates.

A1.2 Since 1951 the registration of the Dutch plates has consisted of three hyphenated couples of letters or numerals. All six possible sequences of couples form a series. The following series have been in use in the following periods (the series are given in the form of the first registration for personal vehicles):

- |            |                      |           |
|------------|----------------------|-----------|
| • ND-00-01 | 1951-1965            | see B3    |
| • 00-01-AD | 1965-1973            | see B4    |
| • 00-AD-01 | 1973-1978            | see B5    |
| • DB-01-BB | 1978-1991            | see B6    |
| • DB-BB-01 | 1991-1999            | see B7    |
| • 01-DB-BB | 1999-2006 (estimate) | see A2-A5 |

A1.3 In the near future a seventh series will be started. This is supposed to happen in 2005 or 2006. The sixth series will not be completely at the end then, because the seventh series will be started early and unannounced. This will be deliberately done to avoid people waiting the new series, when they want to buy a new car. Because all possible series with two-letter and two-numeral (except those with only numerals or only letters) will have been used, the seventh series will have a completely new format, 00-BBB-1. Being exhausted this series will be followed by 0-BBB-01, BB-001-B and B-001-BB. The division of first letters over the vehicle categories is still unclear, because also mopeds from 1 September 2005 will make use of these series (possibly with first letters D and F, see C11.2). With the first letter B being reserved for commercial vehicles, the first registration of the seventh series for private vehicles would be 00-GBB-1.

A1.4 The sixth and current series has been in use since June 10, 1999. The plates are released in alphabetical-numeric order. The numerals change first. Also after 01-DB-BB follows 02-DB-BB. Having reached 99-DB-BB the letters change, beginning with the last. So after 99-DB-BB follows 01-DB-BD. After 99-DB-BZ follows 01-DB-DB; after 99-DB-ZZ follows 01-DD-BB, etc. So the first letter combination gives information about the date of release. This date usually corresponds with the age of the vehicle.

A1.5 In the Dutch registration system several vehicle categories can be distinguished: private cars, light commercial vehicles, heavy commercial vehicles, motorcycles and trailers. Those vehicle categories have their own first letter in the system.



A1.6 Two-line plates are permitted. The first hyphen is abandoned in this case. Usually the first couple is placed above the other two, although two couples above one occurs too. This is usually the case with plates in 00-01-AD format. However, with the introduction of Europlates this is impossible, because the blue Euro band is placed in the upper left corner, so there is not enough space left for two couples on the first line (although in rare cases it occurs too).



A1.7 American sized plates are permitted for vehicles, on which a normal sized plate does not fit. These plates can be blue or yellow, but never have a blue Euro band. If those plates are permitted on a vehicle, this should be noted on the vehicle documents.



A1.8 Since June 1, 2000 plates for taxi's have been in use for the first time. They have normal registrations like other private vehicles, but their plates have black lettering on a light blue plate. There is no Euro band on the plate. Since December 1, 2000 these plates are obliged for all Dutch taxi's.



A1.9 Dutch repeater plates are white and have black lettering and a black border. They lack the blue Euro band. These plates are only used for light trailers (weighing less than 750 kg including the maximum carriage), because heavier ones have their own registrations. If the rear plate of the car is invisible, for example because of a bicycle-reck, also this white plate has to be used.

A1.10 Many letters are omitted in the Dutch registration system. These omitted letters are only used in some special types of plates and former series (see sections B and C). In general however the vocals A, E, I, O and U and the letters C, M, Q, W and Y are not used. The same is true for the following combinations: SD, SS (because of associations with war) and the numbers 00. An exception for the use of 00 is the case in which two numeral couples and one letter couple are used. In that case one of both couples can be 00.

A1.11 With the introduction of the current fourth plate style, the one with the blue euroband, the distribution of plates changed too. It used to be possible to make as much plates produced as you wanted (for bicycle recks, caravans, trailers, new plates when you lost one etc.). This had the result that the number of vehicles illegally driving with plates belonging to another car was strongly increasing. Therefore, when all cars had to be provided with fourth style plates, only two yellow plates per vehicle were provided (one for each motorcycle or trailer). Repeater plates from then had a different design: a white plate without europlate (see A1.9). Replacement plates from then are marked with an extra number above the first hyphen (see C6). In this way the car that officially has to have that registration can be recognized, for example in case of a contravention.

## A2 CURRENT SERIES: PRIVATE VEHICLES



A2.1 The current and sixth series for private vehicles has been in use since June 10, 1999. The following letters occur in this series: B, D, F, G, H, J, K, L, N, P, R, S, T, V, X, Z. As first letters the B and V are reserved for commercial vehicles (see A3). The K is omitted as first letter and the combination DK as first combination only.

A.2.2 The first registration on June 10, 1999 was 01-DB-BB. This registration is given to a Mercedes-Benz 108 D (Vito). The number 02-DB-BB is attached on a BMW Z3 Coupé 2.8-litre. The following registrations with DB-BB are used on BMWs, continued by Mazda's.

## A3 CURRENT SERIES: COMMERCIAL VEHICLES

A3.1 The vehicle class of commercial vehicles is subdivided into two groups: light and heavy commercial vehicles, with the heavy ones weighing more than 3.500 kg. For the heavy commercial vehicles a driver's licence for trucks or buses is needed. Traditionally the first letters B and V are used for the commercial vehicles.



A3.2 The current series for light commercial vehicles is in the sixth series format: 01-VB-BB. This series already started in June 1998, when private series were still issuing TR-BB-01 series. Initially the K was omitted, but during VJ-series it was introduced as third or fourth letter. Like in all other sixth series A, C, E, I, M, O, Q, U, W and Y are not used.



A3.3 In December 2001 the series was 01-VB-BB was exhausted, because the registration 99-VZ-ZZ had been reached. From then the series continued with 01-BB-BB. These series actually supposed to be for the heavy commercial vehicles, but because of their much lower speed of issuing registrations they will never need this series. Therefore it could be used by the light commercial vehicles. So, registrations of the sixth series with B as first letter are newer than those with V as first letter.



A3.4 Heavy commercial vehicles, for example trucks and buses, use the B as first letter. This vehicle class commenced the fifth series on January 1994, at the same time light commercial vehicles began VB-BB-01 series. The issue of just one letter combination however takes about a year, so this series is estimated to be exhausted in about 2011. Like all other fifth series format plates only B, D, F, G, H, J, L, N, P, R, S, T, V, X and Z are used as serial letters.

A3.4 The first plate of the series, 01-VB-BB, has been allocated to a Volkswagen Caddy. The plates 99-VZ-ZZ and 01-BB-BB can be seen on a Volkswagen Transporter T4 TDI and a Volkswagen Caddy TDI respectively. For heavy commercial vehicles the first plate, BB-BB-01, is not in use anymore.

#### A4 CURRENT SERIES: MOTORCYCLES



A4.1 In February 1999 motorcycles started to issue their third series. These plates however were in fifth series format. The second and third series have been omitted. As first letter the M was reserved for motorcycles. Except in this case the M is not used in the Dutch registration system (except for some special types).

A4.2 After MZ-01-BB series had almost been completed (the series has not been exhausted up to MZ-99-ZZ) in February 1999, the first plate of the third series in fifth plate style MB-BB-01 was issued. The plate has been allocated to a BMW R850RT. The K is –as usual in fifth series– not used. Only a rear plate is provided.

#### A5 CURRENT SERIES: TRAILERS

A5.1 In line with guidelines of the European Union trailers should be provided with their own registration plate, not wearing the registration of the towing vehicle. A registration number for trailers already existed, but before February 2003 those registrations were hardly ever attached to plates (only on the special type plates, described in section C10). In the period between February and September 2003 all trailers weighing more than 750 kg (including maximum carriage) had to be provided with a registration plate in Eurostyle (the fourth Dutch plate style).



A5.2 The trailer plates can be subdivided into two groups. The first group of plates is in use for trailers that are partly resting on the towing vehicle. In Dutch this type of trailers is called 'opleggers'. The O as first letter is the feature of these plates. Currently the registrations for

trailers are issuing the fourth series, having omitted the second and third series. The first plate in this series was OB-01-BB, which is not in use anymore.



A5.3 The second group of trailers plates is used for trailers that are not partly resting on the towing vehicle. This group (in Dutch called 'aanhangwagens') includes more trailers and is because of that already issuing its fifth series, not having omitted the former series. The current format is WB-BB-01. This first registration has been allocated to a Dethleffs EC1 caravan.

# B

## Former Series

- B1: Pre-1951 Registrations  
A-00001, AZ-00001, AX-00001
- B2: Former plate styles  
1951-1976, 1976-1977, 1978-2000
- B3: First series (1951-1965)
- |          |                              |           |
|----------|------------------------------|-----------|
| ND-00-01 | private vehicles             | 1951-1965 |
| NA-00-01 | light commercial vehicles    | 1952-1974 |
| NB-00-01 | heavy commercial vehicles    | 1952-1974 |
| NE-00-01 | motorcycles                  | 1951-1979 |
| OL-00-01 | trailers type 'oplegger'     | 1963-1988 |
| WD-00-01 | trailers type 'aanhangwagen' | 1963-1977 |
- B4: Second series (1965-1973)
- |          |                     |           |
|----------|---------------------|-----------|
| 00-01-AD | private vehicles    | 1965-1973 |
| 00-01-AB | commercial vehicles | 1974-1977 |
| 00-01-WD | trailers            | 1977-1983 |
- B5: Third series (1973-1978)
- |          |                              |           |
|----------|------------------------------|-----------|
| 00-AD-01 | private vehicles             | 1973-1978 |
| 00-AB-01 | commercial vehicles          | 1977-1981 |
| 00-WD-01 | trailers type 'aanhangwagen' | 1983-1988 |
- B6: Fourth series (1978-1991)
- |          |                              |           |
|----------|------------------------------|-----------|
| DB-01-BB | private vehicles             | 1978-1991 |
| BB-01-BB | commercial vehicles          | 1981-1988 |
| VB-01-BB | commercial vehicles          | 1988-1994 |
| MB-01-BB | motorcycles                  | 1979-1999 |
| WB-01-BB | trailers type 'aanhangwagen' | 1988-2000 |
- B7: Fifth series (1991-1999)
- |          |                           |           |
|----------|---------------------------|-----------|
| DB-BB-01 | private vehicles          | 1991-1999 |
| VB-BB-01 | light commercial vehicles | 1994-1998 |

## B1 FORMER SERIES: PRE 1951 REGISTRATIONS

B1.1 In 1898 the Netherlands were the first country with a national system of registration plates. All cars simply got a number, starting at 1 on April 26, 1898. This number in white lettering was attached on a black plate. The number 11 (number of the mad) was omitted. On August 8, 1899 the number 168 was reached. The last plate of this system was released on January 15, 1906. This plate had number 2065.



B1.2 From 1905 until 1951 vehicle registration in the Netherlands consisted of plates with provincial codes. The plates were committed to the owner of the vehicle, not to the car. So one's next car got the same plate. The plates were in very dark blue and had white lettering in a rather thick style.

B1.3 The following codes were in use:

A Groningen	B Friesland	D Drenthe
E Overijssel	G Noord-Holland	H Zuid-Holland
K Zeeland	L Utrecht	M Gelderland
N Noord-Brabant	P Limburg	R Departments



B1.4 Behind the province code followed up to five numerals. At the small front plate the code and the numerals were divided by a hyphen. The rear plates were two lined, with the code above the numerals. Some plates had a yellow crown in the upper left corner. From 1939 a thinner style of lettering was available (see the HZ-59090 example).



B1.5 The provinces Noord-Holland and Zuid-Holland had reached G-99999 and H-99999. From then the serial Z was introduced for these provinces. In June 1932 the plate HZ 1 was issued, in May 1933 the plate GZ 1 was issued. When HZ and GZ were completed in January 1947 and October 1948 respectively, HX and GX started in these two densest provinces.

B1.6 In 1946 series for the Corps Diplomatique (CD 1) and the International Court of Justice (CD J 1) started. These series were continued after 1951 in new style plates.



B1.7 Many plate styles were in use. The format was variable. Plates with short registrations simply had smaller plates. Also rounded plates – like the HX-23729 example – were in use.

B1.8 It is impossible to see those plates on cars, because all cars had to be reregistered in the period 1951-1956. These cars got new national registration plates in the type described in B2.

## B2 FORMER PLATE STYLES (FROM 1951)



B2.1 As said before a new fourth plate style is in use now, so there have been three styles before. The first –after the provincial series –started in 1951. The plates were Prussian blue and had white lettering in a rather thin style. See the 50-34-PL example. The stickers are annual inspection stickers.



B2.2 In 1976 – while the third series (00-AD-01) was in use –the second style was introduced. The plates from then were in a lighter blue colour and got a thicker lettering style. The 70-GS-49 example is on a 1975 car, so the car should have had a first style plate first.



B2.3 This second style was actually one step to the yellow plates that were introduced in 1977 already. At this time the third series (00-AD-01) was almost at the end. The lettering style stayed the same, but the colours changed. The plate became reflective yellow with black lettering.



B2.4 The current plate style has been described in A1.1. All cars that are younger than the first of January 1978 have to wear those yellow fourth style plates. Older cars are allowed to have first or second style blue plates, on the condition that the registration is in first to third series format (ND-00-01, 00-01-AD or 00-AD-01). To this category also the currently issued oldtimer and youngtimer plates belong (see C7). The RD-59-JR example is however illegal, because it is in fourth series format. Transfer in plate style is possible. All blue plates are allowed to be in yellow too (in the Europlate type). So the third plate style is the only one that is not allowed anymore.

B2.5 The plates of all vehicle categories had the development in plate style as given above. For special types of plates other developments can be seen. If so, they will be dealt with in section C, when all special types will come under investigation.



B2.6 Motorcycles had rather big third style plates, in which no hyphens were present (like the ML-81-BF example). To omit these big plates illegal smaller plates were in use (like the MR-65-NJ example). With the introduction of fourth style plates with blue Euroband a smaller size for motorcycle was chosen, so the problem of the large plates had gone.

## B3 FORMER SERIES: FIRST SERIES



B3.1 In 1951 the current system of registration with hyphenated couples started in the Netherlands. Four main vehicle classes could be distinguished: private vehicles, light commercial vehicles, heavy commercial vehicles and motorcycles. The stickers on the ZV-17-52 plate are annual inspection stickers, that were attached on the rear plate. They have been obliged for a long time, but they were taken out of use in the beginning of the nineties.

B3.2 All vehicle categories used the same system. A letter couple was followed by two couples of numerals. The second letters were divided over the vehicle classes in this way:

D, G, K, P, T and X	private vehicles
A, F, J, N, S and V	light commercial vehicles (smaller than 2m20)
B	heavy commercial vehicles (wider than 2m20)
E, H, L, R, U and Z	motorcycles

The example ZV-17-52 example is according to this division a commercial vehicle. The plates with first letter N –like the NF-97-31 example on the next page –are very rarely seen. That plate is on a commercial vehicle too.



B3.3 In 1951 the first registrations began with the letter N. The reasons for this strange start are unknown. On January 3, 1951 the plates ND-00-01 and NE-00-01 were released. The commercial series just started a year later on January 7, 1952, with NA-00-01 and NB-00-01. The plate ND-00-01 was put on a Ford Taunus, which was Mr Leyens car. He was the president of the 'Verbond van Verenigingen van Veilig Verkeer'. See the photo below.



B3.4 The following letters were used as first letters: N, P, R, S, T, U, V, X and Z. On March 16, 1959 the private vehicles were the first vehicle class that exhausted the series, because they had reached ZX-99-99. They decided to start with new first letters, with a position before the N in the alphabet. The following first letters were used: A, B, D, F, G, H, J and M. On March 10, 1963 the series for private vehicles was exhausted, because the registration MX-99-99 was reached.

B3.5 The other vehicle classes had a much lower speed in issuing and exhausting their series. So the private vehicles 'stole' some letter combinations of other vehicle categories' series, that were not yet used. The following system began. After the combination MX, the not used combinations were used. The direction of the combinations was backwards. These not used combinations consisted of the second letters of the light commercial vehicles and motorcycles in combination with the first letters before N. From then the M was used also as second letter.

In short, the first letters: M, J, H, G, F and E (D, B and A years later got another use, see C7) and the second letters: Z, V, U, S, R, N, M, L, J, H, F, E and A (HA, HF and FH were omitted, because these combinations were reserved for trade plates, see C4). The series for private vehicles ended in 1965 with EA-99-99. Then the second series for private vehicles started.

B3.6 The light commercial vehicles and heavy commercial vehicles joined together in 1965. This happened at the moment the heavy commercial vehicles had completed NB, PB to ZB and AB to BB series and light commercial vehicles were at the issue of VN. From that moment the light commercial series were used for the heavy ones to. When the commercial vehicles in general reached ZV-99-99, they proceeded with A, B and D as first letter in combination with the A, F, J, N, S and V as second letters. After having exhausted DV, the not used combinations of the heavy commercial vehicles were issued. When these DB, EB to MB were exhausted, the commercial vehicles could begin with their second series too.



B3.7 Motorcycles had a very low speed in issuing their combinations of the first series. On November 1<sup>st</sup>, 1979 –after about 28 years –this vehicle class exhausted its series with ZU-99-99. The motorcycles did not start at the beginning with AE and so on, but started a new series. The form of the second and third series were omitted. After the first series the motorcycles continued with the fourth series.

B3.8 The sequence and division of letter combinations in this first series was quite complicated. At the end most letter combinations (with the usual letters only) were used. Exceptions are the combinations with A, B and D as first letters and E, H, L, R, U, Z (originally meant for motorcycles) and M (which was introduced at a later moment). The combination ZF was omitted too. Some of the omitted combinations are used now for new plates for pre-1973 vehicles (see C7).

B3.9 The first series of registrations for trailers started in 1963. The registration could be attached on a so-called Fino-plate (see C10), but often the registration had only an administrative value and was not attached to a plate. The trailer formally only had to wear the registration of the towing vehicle. This changed in 2003 when all trailers got their own plates with their own already existing registration number. The plates shown below are made in 2003 or later, but their registration is much older, belonging to a former series.



B3.10 The current division between 'opleggers' and 'aanhangwagens' (see A5.2 and A5.3) already existed in the first series. Opleggers started with the series OL-00-01, after which OP, OR, OS, OU, OV, OX, OZ, OD, OE, OF, OG and OH followed. This series has been in use until 1988, when the next series in fourth series style (OB-01-BB) was started (see A5.2).



B3.11 Aanhangwagens in 1963 started with WD-00-01, followed by WG, WN, WP, WR, WS, WT, WU, WV, WX, WZ, WE, WF, WH, WJ, WK and WL. This series had been completed in 1977 and was superseded by the second aanhangerwagens series (00-01-WD, see B4.4).

#### B4 FORMER SERIES: SECOND SERIES



B4.1 In 1965 the private vehicles started their second series. This time the two couples of numerals were followed by a couple of letters. The sequence of these letter couples was more logical this time. The couples were issued in ordinary alphabetical order. The 56-72-FM example has two couples above one. Except for this second series, the inverse is more usual on two-line plates.

B4.2 The following letters were used as first letters: A, B, D, E, F, G, H, J, M, N, P, R, S, T, U, V, X and Z. The following second letters were in use: A, D, E, F, G, H, J, K, L, M, N, P, R, S, T, U, V, X and Z. The combination AA was not used. This letter combination is reserved for members of the Royal Household (see C3). HA, HF and FH were reserved for trade plates (see C4) and ZZ for exceptional vehicles (see C8). SA, SD and SS were not used at all, because of their connection with the Second World War. The first registration in 1965 was 00-01-AD. In 1973 this series was exhausted with 99-99-ZX.



B4.3 The commercial vehicles (light and heavy together) used the combinations with B as second letter. In 1974 this series started with 00-01-AB. The same first letters as on private vehicle series were used (see B4.2). In 1977 this second commercial series was exhausted, when the plate 99-99-ZB was released.



B4.4 The trailers of the 'aanhangwagen' type started with 00-01-WD in 1977. In 1983 the last number of this series 99-99-WZ was issued.

B4.5 Motorcycles and opleggers of the 'oplegger' type never issued a series in this format.

#### B5 FORMER SERIES: THIRD SERIES



B5.1 Private vehicles had exhausted the second series in 1973 and started a third series that year. The letter couple was placed between the numerals. This series was issued in alphabetical order.

B5.2 The same letters as in second series were used as first letters. The same second letters were used too and the same combinations were omitted. The series started with 00-AD-01 in 1973 and ended with 99-XX-99 in October 1978. During this third series the plate style changed twice, see B2.

B5.3 The series from 00-XZ-01 to 99-ZX-99 were used as replacement plates, for vehicles with third series plates that were lost or imported vehicles that because of their age should have had third series plates. This replacement took place from 1979 to 1982.



B5.4 As before the second letter B was used for commercial vehicles. This series started in 1977 with 00-BB-01 and ended with 99-ZB-99 in February 1981. Plates of this series are almost always yellow.



B5.5 The W-series trailers started the third series in 1983 with 00-WD-01. The series was completed in 1988.

B5.6 Trailers of the 'oplegger' type and motorcycles never issued a series in this format.

## B6 FORMER SERIES: FOURTH SERIES



B6.1 On October 2, 1978 the fourth series for private vehicles started. Because the combination with two numeral couples were exhausted, one of these was replaced by a second letter couple, so the sequence was following: letters – numerals – letters.



B6.2 From now on all vocals were omitted, to avoid the formation of words. The used first letters were: D, F, G, H, J, K, L, N, P, R, S, T, X, Y and Z. As serial letters, beside these, the B and V were in use too. The combinations SD, SS and KL were avoided, because of their association with the Second World War. ZP was not used as first combination for unclear reasons. All plates of this series originally were made in third style, but now all replaced by plates in the fourth style with euroband.

B6.3 On October 2, 1978 the first registration was issued: DB-01-BB. This series took thirteen years. On September 2, 1991 this series stopped issuing. At that time ZX-series was at issue. This series was not completed till ZX-99-ZZ. They stopped issuing at about a third of this ZX-series. ZY and ZZ were not used as first combination.



B6.4 The commercial vehicles (light and heavy together) started this fourth series on February 19, 1981. The characteristic for this series was the first letter B. The first registration also was BB-01-BB. This series was exhausted on May 11, 1988. The example (left) is in new Eurostyle.



B6.5 When the plate BZ-99-ZZ had been released on May 11, 1988 the fourth series for commercial vehicles was continued with the V as first letter. In January 1994 that series was exhausted, because the issue VX-99-ZZ had been reached. There haven't been issued any plates in VY and VZ-series.



B6.6 Motorcycles had completed their first series with ZU-99-99 on the first of November in 1979 (see B3.7). To get more in line with the other vehicle classes, the second and third series were omitted (moreover all the combinations of this series were used yet). The motorcycles feature in this fourth series was the M as first letter. So on November 1, 1979 the registration started with MB-01-BB. In February 1999 MZ-99-ZZ was reached.



B6.7 'Aanhangwagens' started their new series in October 1988, but it is unsure if the series in the 00-WD-01 has been fully completed (see B5.5). The fifth series started with WB-01-BB.

B6.8 For the trailers of the 'oplegger' type the series in this format (OB-01-BB) is the current series (see A5.2).

#### **B7 FORMER SERIES: FIFTH SERIES**

B7.1 Private vehicles started their fifth series on September 2, 1991. In comparison to the fourth series (see B6.2) the letters K and Y were not used anymore. This time the sequence of couples was letters – letters – numerals, so the first issue was DB-BB-01. This plate is put on a Peugeot 605: de mayor of Veendam's car.



B7.2 This series stopped before it was exhausted. This was done to avoid the stagnation of the car market as a result of people waiting for the sixth series. Halfway ZN-series this series ended. The last registration, that has been issued in this series, is ZN-NX-31 (Jaguar XJ6 4.2 series 2). The new series started on June 10, 1999 (see A2).



B7.3 Commercial series started their fifth series in January 1994. Again the B and V as first letters were used, but the B and V were divided for two specific groups of commercial vehicles. The B was used for vehicles with a weight of more than 3.500 kg. The V was used for vehicles up to 3.500 kg. For the heavy commercial vehicles a driving license for trucks or buses is necessary. The V-series has been exhausted in June 1998 already. At that moment private vehicles had not exhausted their fifth series yet. The heavy commercial just were issuing BG-BB-01 series.

B7.4 The BB-BB-01 series is not exhausted yet, so this series actually is not a former series (see A3.4). The sixth series for heavy commercial vehicles will be omitted. The 01-BB-BB series is already in use for light commercial vehicles (see A3.3).

B7.5 Also for the trailers of the 'aanhangwagens' type and motorcycles the fifth series format are the current series (see A5.3 and A4).



## Special Types

- C1: Corps Diplomatique plates  
CD-00-01, 00-CD-01, BN-00-01, GN-00-01  
AF-BB-01, RC 0001
- C2: Military Plates  
KM-00-01 –KZ-00-01, LM-00-01, MC-00-01  
00-KL-01, 00-KP-01, 00-KZ-01
- C3: Plates of the Royal Household  
AA-1, A-10, A100 and AA-00-13
- C4: Trade plates  
HA-00-01, 00-01-HA, 00-HA-01, FH-00-01, 00-01-FH
- C5 : Temporary and export plates  
A-00-01, 1BB-100, 1BB-B10
- C6: Replacement plates  
White plates and marked plates
- C7: Classic vehicle plates  
DE-00-01, AE-00-01, BE-00-01, ZM-00-01  
00-YA-01
- C8: Exceptional vehicles plates  
ZZ-00-01
- C9: Plates for border traffic  
GV-00-01
- C10: Trailer plates  
Fino-plates
- C11: Moped plates  
AAA001

## C1 SPECIAL TYPES: CORPS DIPLOMATIQUE



C1.1 Members of the Corps Diplomatique use plates with the letter combination CD. The standard series consist of the letters CD followed by two pairs of numerals, with all pairs being separated by hyphens. The current system with four numerals has been in use since February 2, 1991. From 1951 to this date plates with three numerals (115 to 999) and just one hyphen were used. Now the series of 10-00 to 99-99 is in use. Sometimes blue plates on new vehicles are seen (like the CD-31-56 example on a Volvo Cross Country)!



C1.2 With respect to embassies more special types of plates are in use. For non-diplomatic embassy personnel temporary (valid 1 year) and non-temporary plates (undated) are in use. The plates have the combinations BN or GN followed by, between or following two pairs of numerals. These numerals have specific meanings:

00-01 to 59-99	temporary foreign European non-residents (valid 1 year)
60-00 to 69-99	temporary foreign non-European non-residents (valid 1 year)
70-00 to 79-99	temporary foreign European non-residents (valid 1 year)
80-00 to 88-89	non-diplomatic embassy personnel (undated)
89-00 to 89-99	official vehicles of International Organizations and Netherlands Antilles authorities (undated) (all exceptional cases)
90-00 to 99-99	private vehicles of International Organizations, and U.S. and Belgian military personnel attached to NATO (undated)

C1.3 Until the early nineties plates with CD, one letter and a maximum of three numerals have been in use, with all the elements being hyphenated. The letter had a specific meaning:

CD-A	AFCENT with diplomatic status
CD-B	Agricultural Cooperation and Development Foundation
CD-F	International Health Development Foundation
CD-J	International Court of Justice
CD-N	NATO-member with diplomatic status (international organizations)
CD-S	SHAPE technical services
CD-T	International Tea Promotion Association

The CD-T series was only issued from 1981 to 1984. The other series stopped issuing in 1991, with the exception of CD-J series. Since 1992 this series have three digit numbers, before only two digit numbers were in use. CD-N series were replaced by the type described in C1.4 and CD-A plates by the types of C1.5.

C1.4 When CD-N series ceased issue in 1992 a new series started for this category, with the letters CD between the numerals (00-CD-01). The other CD-X series have been replaced by this series too. In short, 00-CD-01 series are used for cars of official international organizations.



C1.5 CD-A plates were replaced by new AFCENT (Allied Forces Central Europe) plates on April 16, 1992. In this new series the letters AF were followed by one pair of letters and one pair of numerals (the serial M is used too!). The third letters denote vehicle classes or plate classes (specific letters for American sized plates). From 1967 to 1992 also plates for non-diplomatic AFCENT-members were in use (first blue, later yellow): AFC, a hyphen and five numerals.

AF-BB-01, AF-JB-01, AF-KB-01	private vehicles
AF-DB-01, AF-MB-01	US-sized plates
AF-FB-01, AF-KB-01	motorcycles
AF-ZB-01 with serial 01-50	third or subsequent vehicles (with tax), also American size
AF-ZB-51 with serial 51-99	third or subsequent motorcycles (with tax)



C1.7 Plates with the letters RC followed by four numerals (without any hyphens) are plates for the Central Region (Region Centrale) of the NATO. The plates can be yellow with black lettering or in the style shown on the left. 6000-series are available for normal series, 2000-series for lease cars and low numbers for exceptional high officials of the NATO.



C1.8 Black plates with white lettering are in use for Dutch Forces in Germany. These series started in February 1975 have a white border and German style characters. The registration consists of two letters, three numerals and the letter N. The first letters B, D and E occur.



C1.9 German forces in the Netherlands have black plates with white or yellow Dutch style lettering, but with two serial letters, two serial numbers and the letter D.



C1.10 When the owner of the vehicle is resident in the Netherlands another registration was used, because in this case taxes have to be paid over the vehicle. The first letters are in this case MB (with tax, 'met belasting'), followed by the normal three numerals and the letter N. This series stopped in 2001.



C1.11 United States Forces in the Netherlands have yellow plates with black lettering in a rather thin style with the letters NA followed by two numerals and two letters, all elements being separated by stars. This series has been in use since 1992. From 1980 to this year similar plates with CL or CM, a star and four numerals were in use. The centre of the so-called '54 Support Group' is resident in Schinnen, Limburg.

## C2 SPECIAL TYPES: MILITARY PLATES



C2.1 The different Dutch military organizations have specific reserved letter combinations. Their yellow plates have a specific letter combinations, in most cases followed by two pairs of numerals, although plates with the letters between or following the numerals occur too. Most plates are non-reflective, but reflective plates exist too, mostly in Eurostyle.



C2.2 Several series are in use or have been in use. The paragraph below gives all occurring types of military registrations, with some additional information. Unfortunately not all information is complete and sure.

KM-00-01	Royal Navy (Koninklijke Marine)
KN-00-01	Army vans and trucks
KO-00-01	Royal Marechaussee vans
KP-00-01	Army private trucks
KR-00-01	Army trucks
KS-00-01	Army motorcycles
KT-00-01	Army trailers, possibly of 'aanhangwagen' type only

KU-00-01	Army trailers, possibly of 'oplegger' type only
KV-00-01	Royal Marechaussee private cars
KW-00-01	Army private cars and trucks
KX-00-01	Unknown use
KY-00-01	Army heavy vehicles
KZ-00-01	Royal Marechaussee trucks or jeeps
LM-00-01	Air Force (Luchtmacht)

C2.3 00-KL-01 series plates occur on trucks only and are always non-reflective. This series started in 1985 and might have been preceded by KL-00-01 and 00-01-KL series.

C2.4 00-KP-01 series occur on private vehicles and little vans only. These cars are likely to have an individual owner instead of the Ministry of Defense as owner. In about 2001 the plate 99-KP-99 was reached. From that moment the system started again with 00-KP-01.

C2.5 00-KZ-01 series occur on jeeps only. The registrations are released in numeric order. This series might have been preceded by 00-01-KZ series and KZ-00-01, although the latter currently has another use (see C2.2)

C2.6 MC-00-01 were used for the Civil Defence ('Mobiële Colonne'), but stopped issuing in 1992.

### **C3 SPECIAL TYPES: PLATES OF THE ROYAL HOUSEHOLD**

C3.1 Plates for members of the Royal Household have plates with the letters AA, a hyphen and one to three numerals. These plates are only used at official events. Most Royal Cars have private series plates too. The plates can be blue or yellow (Eurostyle). The registration numbers are often re-used when one car replaces another.

C3.2 Within this series there is one exceptional plate, which is AA-00-13. This number belongs to Prince Bernhard's car and uses spare zeros unlike the other plates.

### **C4 SPECIAL TYPES: TRADE PLATES**

 C4.1 Dealers use special green plates with a black border and black lettering (till February 2000 with white lettering and without border). Each dealer has one registration number and can use the five plates he gets for more than one vehicle. These plates are used, if a vehicle is not owned by an individual, but belongs to the stock of a dealer. These cars are permitted to drive on public roads only one day a year.

C4.2 This registration system was already used in the fifties. The registration consisted of the letters HA, HF or FH followed by, between or following two pairs of numerals. In 1992 however a reissuing period started. The HA-00-01 series started again in May 1992. When this series was exhausted in August 1993 the system continued with 00-01-HA series. In July 1995 00-HA-01 series started, followed by FH-00-01 in September 1999 and 00-01-FH in March 2003. The trade plates are planned to continue with 00-FH-01, HF-00-01, 00-01-HF and 00-HF-01.

C4.3 Trade plates for trailers use the codes AO and OA in the following formats: AO-00-01, 00-01-AO, OA-00-01 and 00-01-AO.

## C5 SPECIAL TYPES: TEMPORARY AND EXPORT PLATES

C5.1 Two types of provisional plates are in use. The first series is a general type, the second is only used if the vehicle is due to be exported. The first type I will call 'temporary plates', the second 'export plates'.



C5.2 The first type has white plates with black lettering and a black border and no euroband. The registration consists of a lettering denoting the province (see below) and two pairs of numerals (sometimes the letter is behind or between the numerals). The numerals of 00-01 to 23-99 denote plates with a validity of 30 days. The other plates (with the numeral blocks 24-99 to 99-99) are valid for one day only. The plates are issued centrally in the province (the places are put in bracelets below).

A	Friesland (Leeuwarden)
E	Groningen and Drenthe (Groningen)
H	Overijssel en Noord-Oost Polder (part of Flevoland)
K	Noord-Holland (Haarlem)
L	Zuid-Holland ('s-Gravenhage (The Hague))
N	Zeeland (Middelburg)
P	Utrecht and the Southern part of Flevoland (Utrecht)
S	Gelderland and the Eastern part of Flevoland (Arnhem)
T	Noord-Brabant ('s-Hertogenbosch)
V	Limburg (Maastricht)
W	Used for trailers (RDW, Veendam)
X	Centrally issued in the Netherlands (RDW, Veendam)
Z	Centrally issued for export (valid for 1 day only, regardless to the numerals) (RDW, Veendam)

C5.3 This system of registration has been in use since March 1958, but the registrations are likely to be re-used after some time. The style of lettering was rather thin, until it became more bold in 1977. The black border probably is added in 2000. In 1998 the series started reissuing.



C5.4 The second type of provisional plates, the export plates, have white plates with black lettering without black border. The registration consists of six characters. The first is always a numeral, the second and third are always letters. After these first three characters a hyphen follows. The fourth character can be a letter or a numeral, last two characters are always numerals. These export plates are valid for fourteen days. The series has been in use since 1994.

C5.5 This type of registration has a bizarre type of coding. Many characters have specific meanings. The first letter (in second position) denotes the year of registration in the following way: each last digit of a year has a separate letter.

B = 0, D = 1, F = 2, G = 3, H = 4, J = 5, M = 6, N = 7, P = 8, R = 9

C5.6 The character in third position denotes the month in which the registration is valid.

B = January, D = February, F = March, G = April, H = May, J = June, M = July,  
N = August, P = September, R = October, T = November, V = December

C5.7 The fourth character denotes the day of the month at which the plate is released. This character can be a numeral or a letter.

1 = 1, 2 = 2, 3 = 3, 4 = 4, 5 = 5, 6 = 6, 7 = 7, 8 = 8, 9 = 9, 0 = 10, B = 11, C = 12  
D = 13, F = 14, G = 15, H = 16, I = 17, J = 18, K = 19, L = 20, M = 21, N = 22  
Q = 23 (!), P = 24, R = 25, S = 26, T = 27, V = 28, W = 29, X = 30, Z = 31

C5.8 The fifth and fourth characters are the first serials. The first is the last serial. So the first plate (1DH-817) above is the 171<sup>st</sup> plate issued at May 8, 2001.

## C6 SPECIAL TYPES: REPLACEMENT PLATES



C6.1 If a car has lost one of his plates a replacement procedure starts. For each license only two plates are provided (since the introduction of Europlates). So if one plate is lost a new one is not immediately made, to avoid fraud. The same procedure starts when you have lost your vehicle documents.



C6.2 For the duration of about one month a white plate with the month of validity on the left is used as a replacement plate. After this period new yellow plates are made, but both the front and rear plate get a mark: the symbol 1 is placed above the first hyphen. If you lost one or both plates, or your vehicle documents a second time, the symbol 2 is placed above the hyphen. And so on...

## C7 SPECIAL TYPES: CLASSIC VEHICLE PLATES

C7.1 Owners of imported classic vehicles (private vehicles) did not want a modern yellow plate on their vehicle. To avoid that new series, blue plates were introduced for pre 1973 vehicles, that needed new registration in the Netherlands. The series started in 1978.



C7.2 In the first series of standard plates some letter combinations stayed unused. See B3.8. The first issue of classic vehicle plates was DE-00-01. In November 1991 DH-series were introduced, because DE-series was exhausted. After DH followed DL, DM and DR. In June 1998 the classic vehicle series was continued with the A-series: AE-00-01, AH-00-01 and AL-00-01. This series will be continued with AM- and AR-series in the future.



C7.3 In 1988 a similar series started for motorcycles. Motorcycles started series ZM-00-01 in October that year. ZF-series are available to be used for this series, when ZM-series will be exhausted.



C7.4 For commercial vehicles and trucks in November 1988 started a BE-00-01 series. This series could be continued with BH, BL, BM and BR.



C7.5 On January 1, 2001 a new series started for the so-called young timers. In this case vehicles from January 1973 up to and including December 1977 are meant. Cars from this period should have third series plates, if they had been originally Dutch. These series commenced issue with 00-YA-01 and further continue with the remainders of the Y-series. The plates can be blue or yellow, but blue ones are more usual.

## C8 SPECIAL TYPES: EXCEPTIONAL VEHICLE PLATES

C8.1 Vehicles that not confirm the official regulations can get a special permission for use on public roads. Then plates in ZZ-series are used: ZZ followed by two pairs of numerals. These

plates can be blue or yellow and are often seen on antique vehicles and breakdown lorries. The series started in 1968.

### **C9 SPECIAL TYPES: PLATES FOR BORDER TRAFFIC**

C9.1 Vehicles that do not require registration in the Netherlands, but that are likely to cross national borders are attached with plates for border traffic. This is often the case with agricultural tractors in border regions. These vehicles get plates in GV-00-01 series. This series started in May 1997.

C9.2 Former series are identical to the current series. Not only plates from GV-00-01 series were issued however. When this series was exhausted in 1984 the system continued with 00-01-GV series. In 1997 the whole system started again.

C9.3 If mopeds are travelling outside, plates white plates with black lettering are obliged. These yellow plates have a registration that consists of the letters HH above five numerals.

### **C10 SPECIAL TYPES: TRAILER PLATES**



C10.1 In 2003 new registration plates have been introduced for Dutch trailers (see A5). Until that time not all trailers had a registration number attached on their own plate. If so, the registration was put on a so-called Fino-plate, a red diamond-shaped plate. It showed the registration number, followed by an indication of the maximum allowed weight (including the carriage) of the trailer. In the example left the maximum weight of the trailer is 8400 kg. Codes with letters were used, if the weight was higher than 9900 kg (denoted by 99). For example: the weight of 10100 kg is displayed by the code A1. The plates can still be spotted, although the registration number has to be displayed now on a normal yellow registration plate (without the weight indicator).

C10.2 With the current system also exist some special type trailer plates (that also existed on the Fino-plates). The combinations BO and BW are as first and third combinations used for the transport of ferry boats. Plates with the combinations AO and OA as first and third combinations are used as trade plates on trailers. The registrations are put on green trade plates (see C4).

### **C11 MOPED PLATES**



C11.1 Mopeds have a separate system of registration. The plates are issued annually by a Dutch insurance company. The plates are yellow and have red, blue, black or green lettering (varies every year). At the bottom of the plate 'Nederland' and the year is put. All mopeds get new plates every year, when tax is paid. Almost all letters are used, but combinations of vocals and consonants do not occur. Only three-vocal or three-consonant combinations are used. This is done to avoid the formation of words.

C11.2 In September 2005 a completely new system will be introduced. The annual plates will be superseded by a registration that will belong to the moped forever. The mopeds will make use of the new system in 00-DBB-1 format, with which they will be the first vehicle category to start this series.