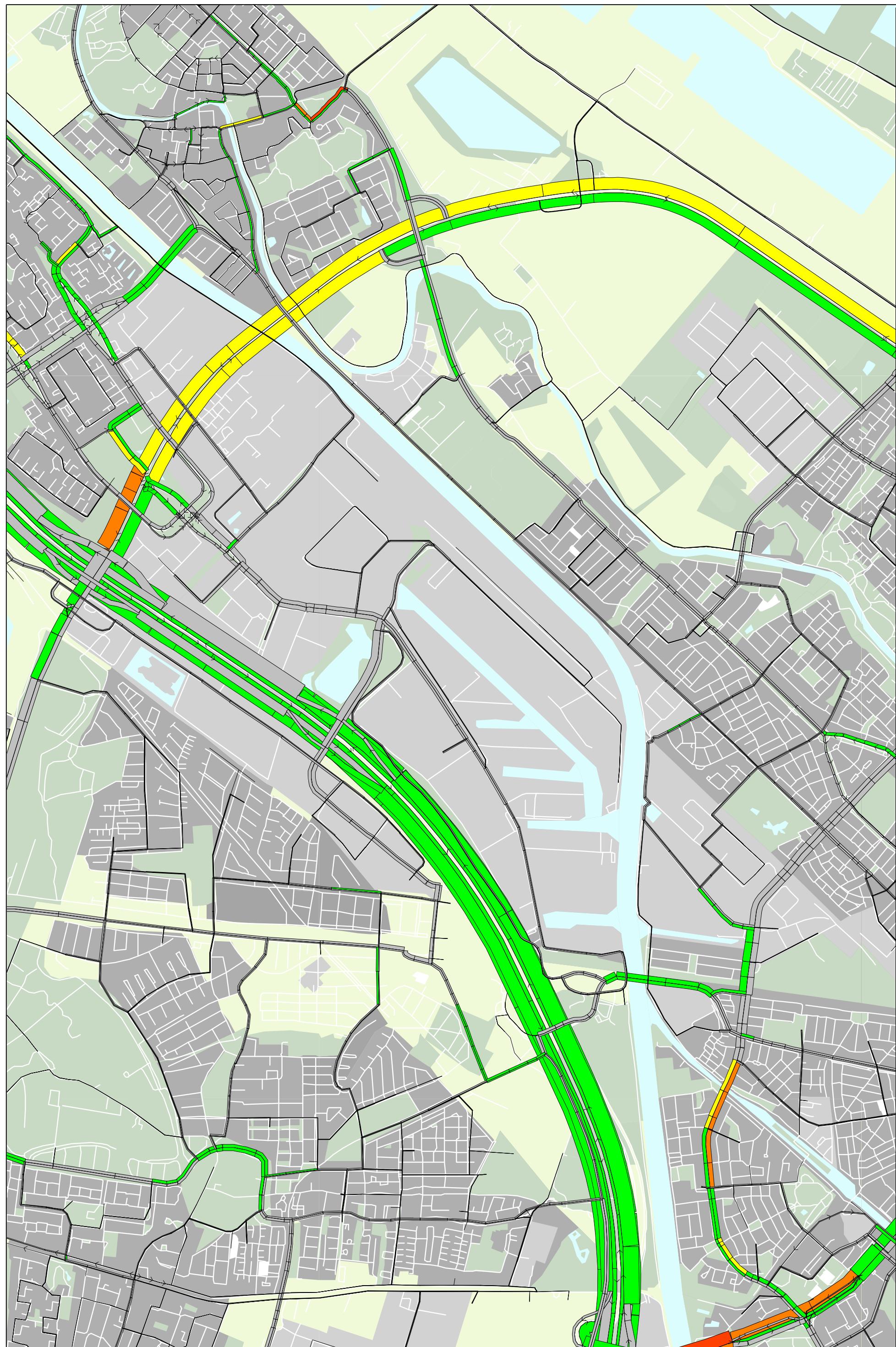
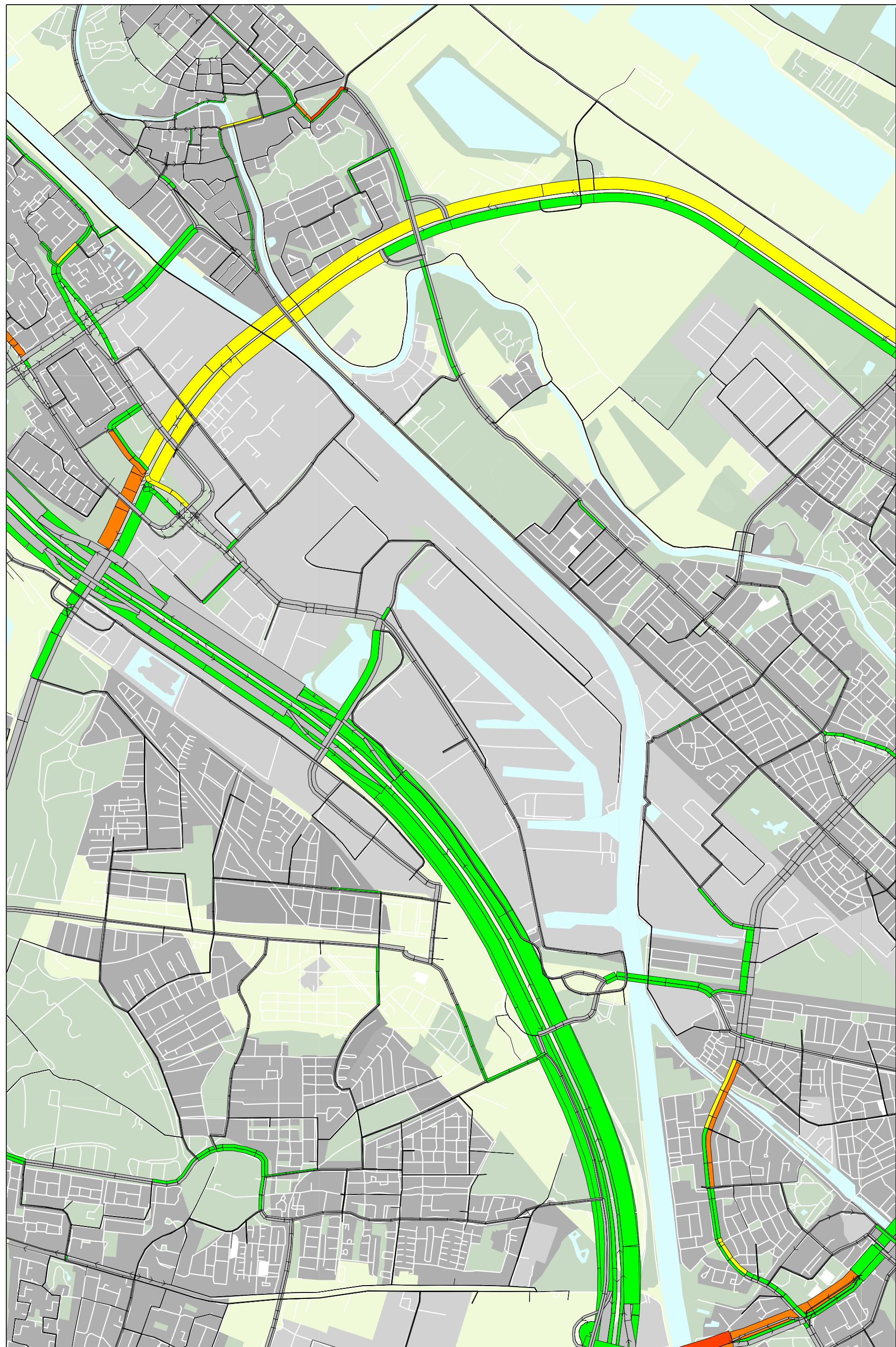


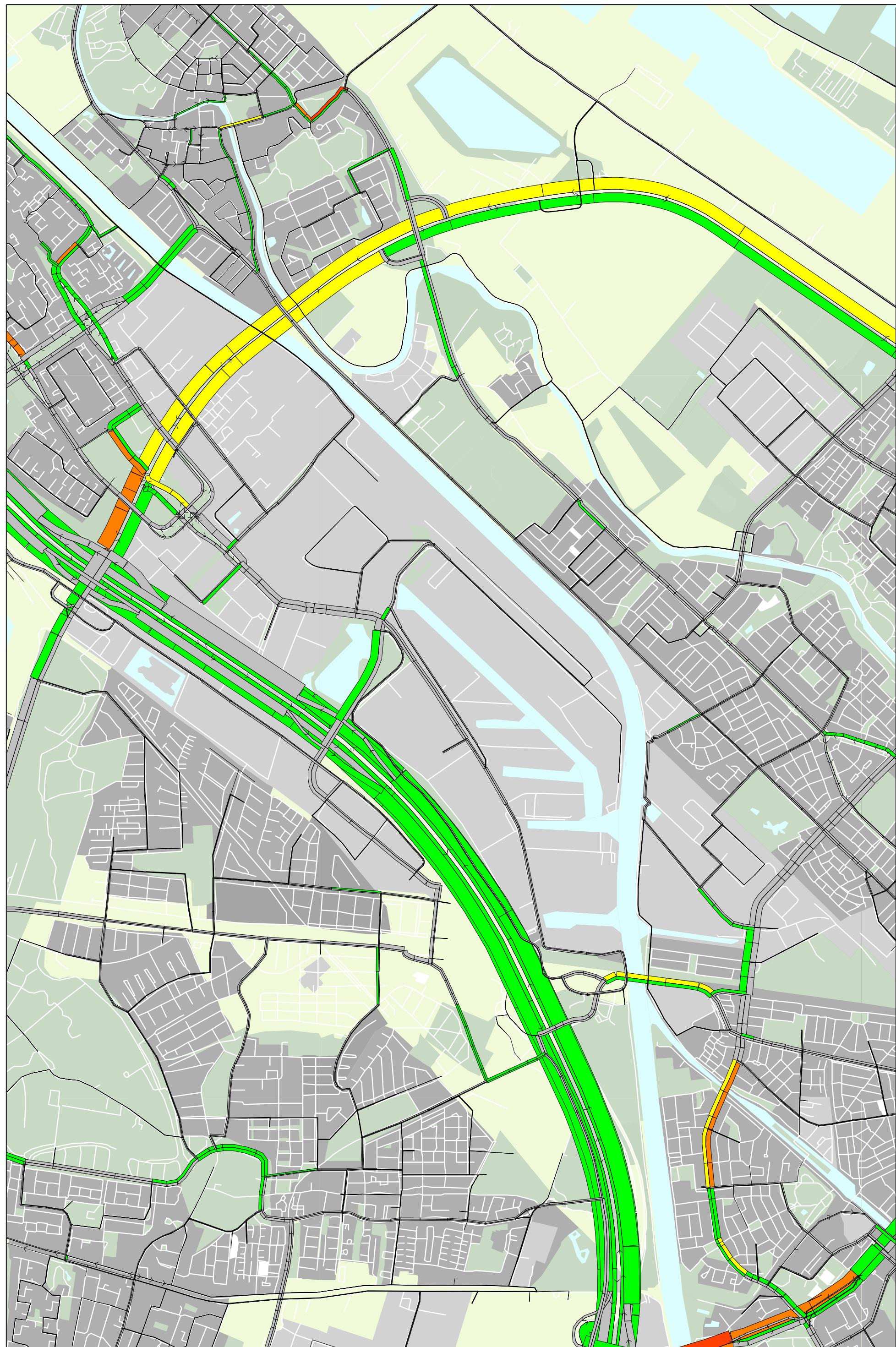
Legend
Bandwidths
I/C-waarden Avond
■ 0 - 50
■ 50 - 80
■ 80 - 90
■ 90 - 100
■ 100 - 125
■ > 125



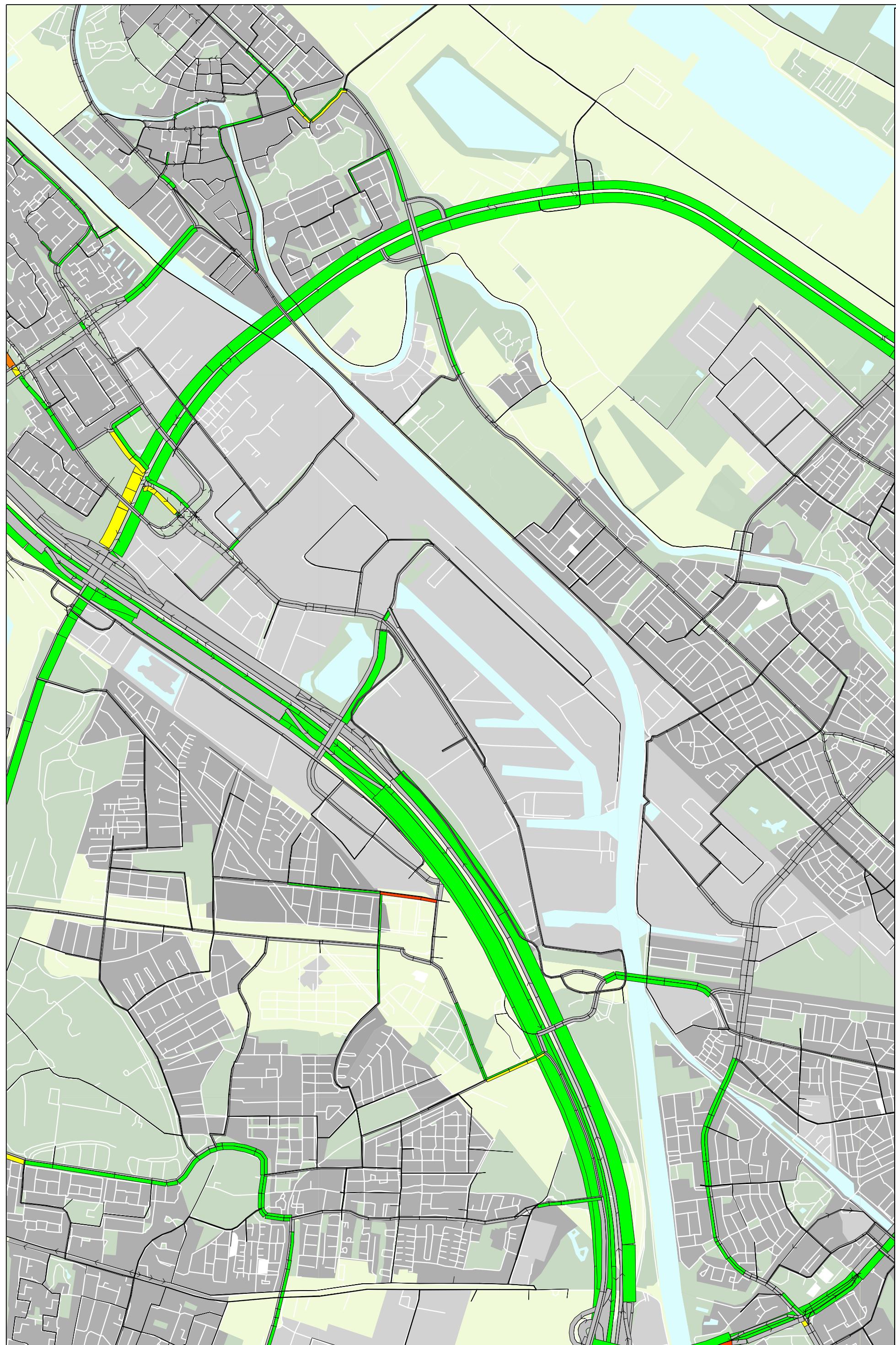
Legend
Bandwidths
I/C-waarden Avond
■ 0 - 50
■ 50 - 80
■ 80 - 90
■ 90 - 100
■ 100 - 125
■ > 125



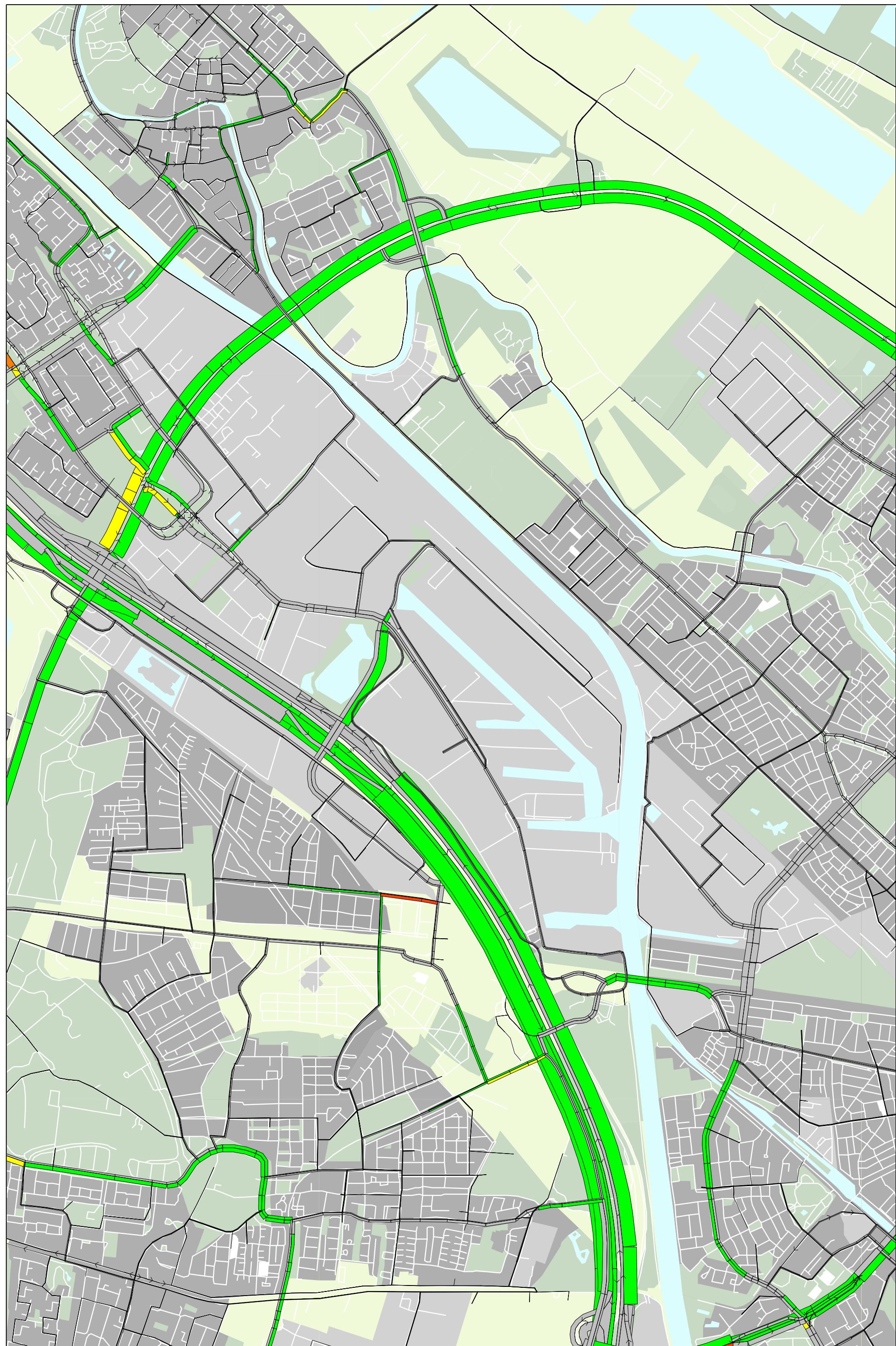
Legend
Bandwidths
I/C-waarden Avond
■ 0 - 50
■ 50 - 80
■ 80 - 90
■ 90 - 100
■ 100 - 125
■ > 125



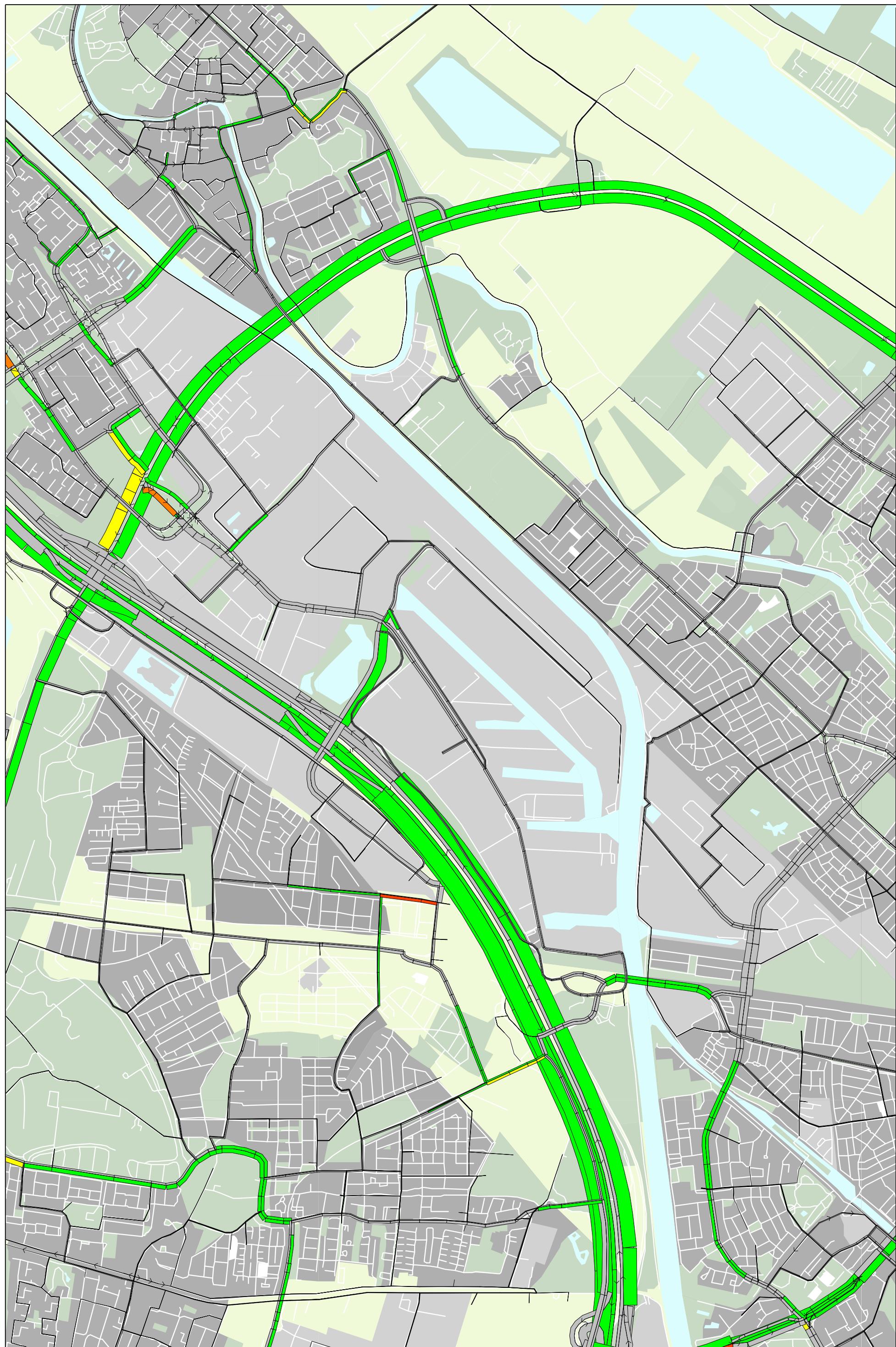
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Bandwidths
I/C-waarden Ocht
■ 0 - 50
■ 50 - 80
■ 80 - 90
■ 90 - 100
■ 100 - 125
■ > 125



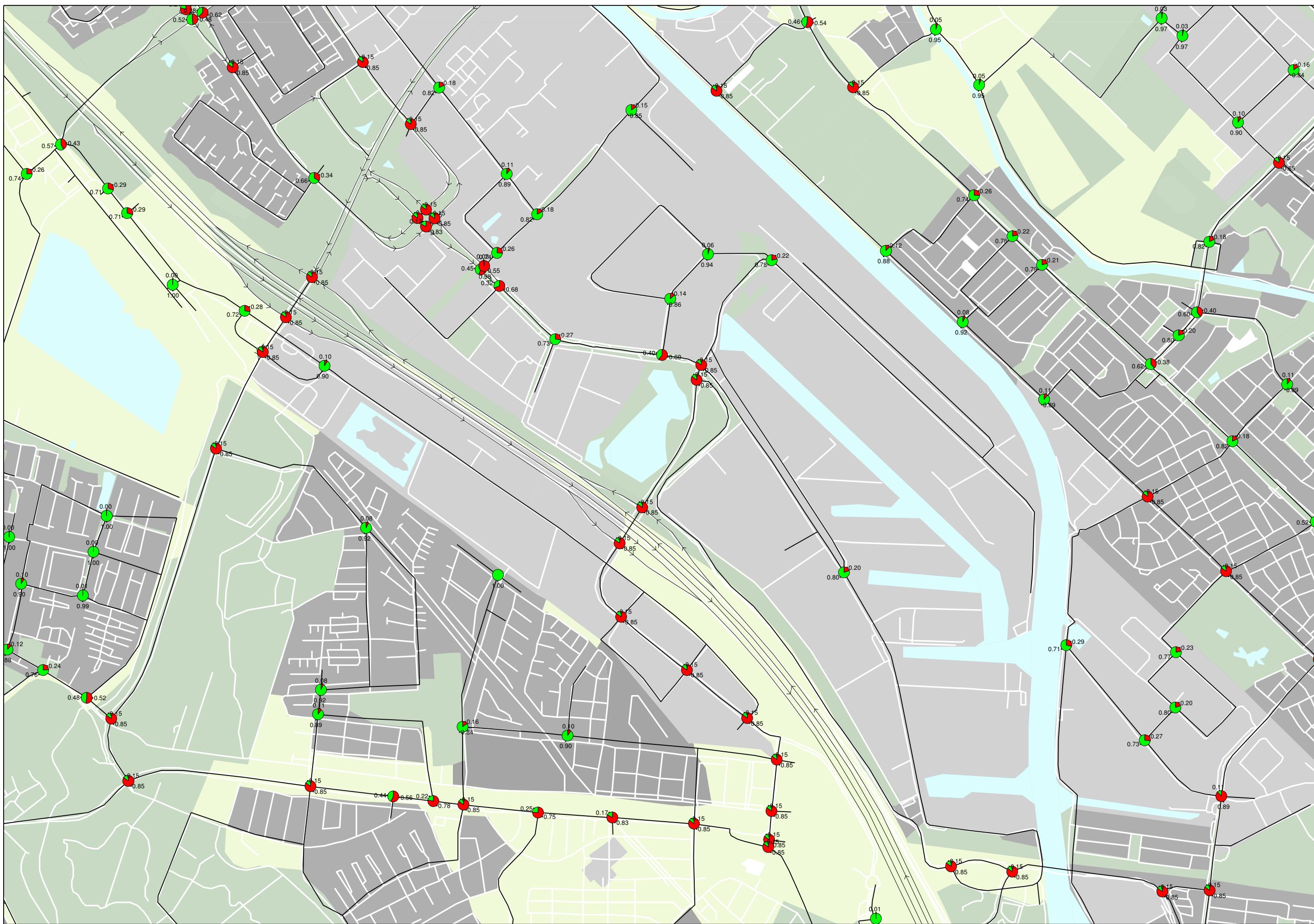
Legend
Bandwidths
I/C-waarden Ocht
■ 0 - 50
■ 50 - 80
■ 80 - 90
■ 90 - 100
■ 100 - 125
■ > 125



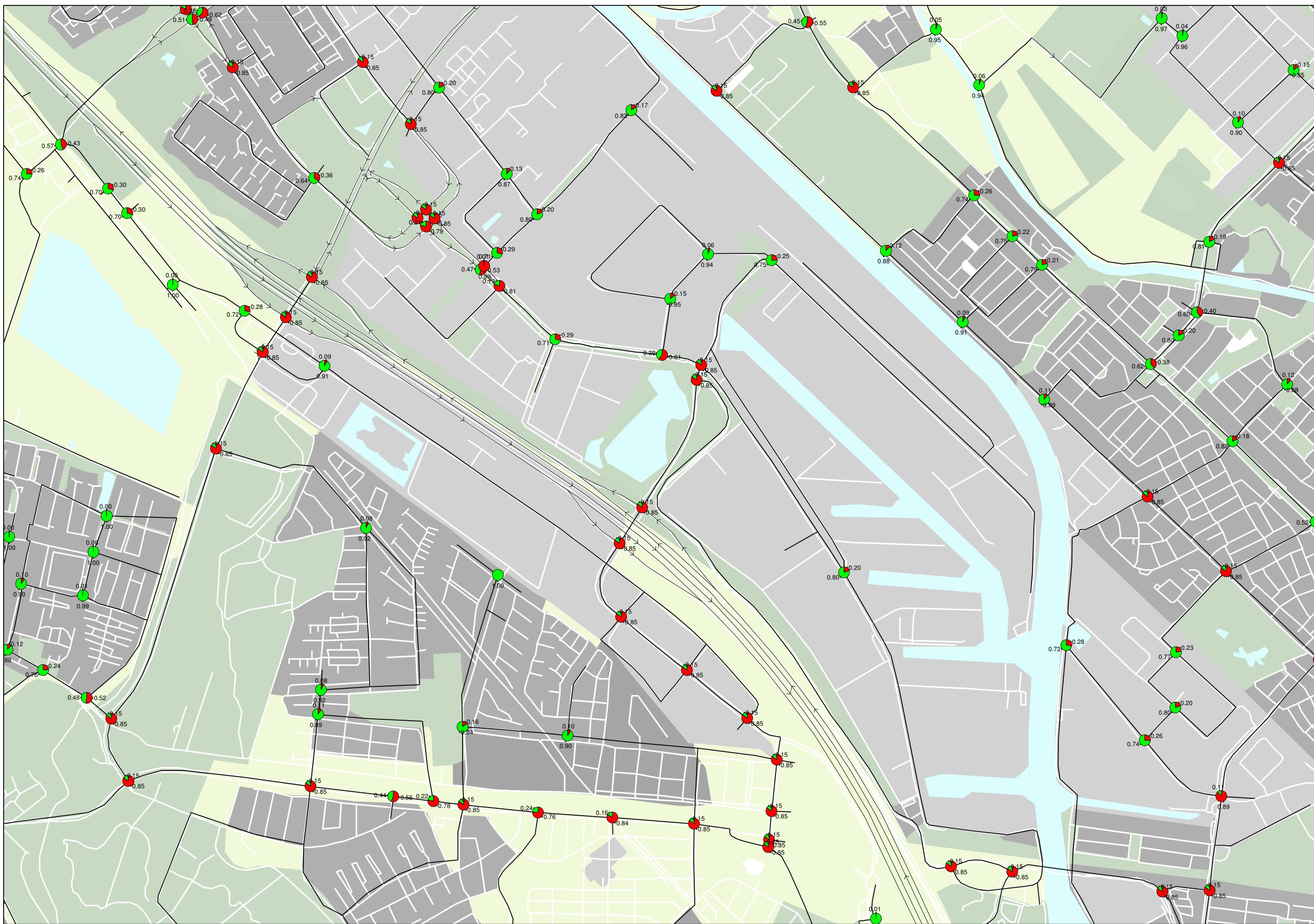
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Bandwidths
I/C-waarden Ocht
■ 0 - 50
■ 50 - 80
■ 80 - 90
■ 90 - 100
■ 100 - 125
■ > 125

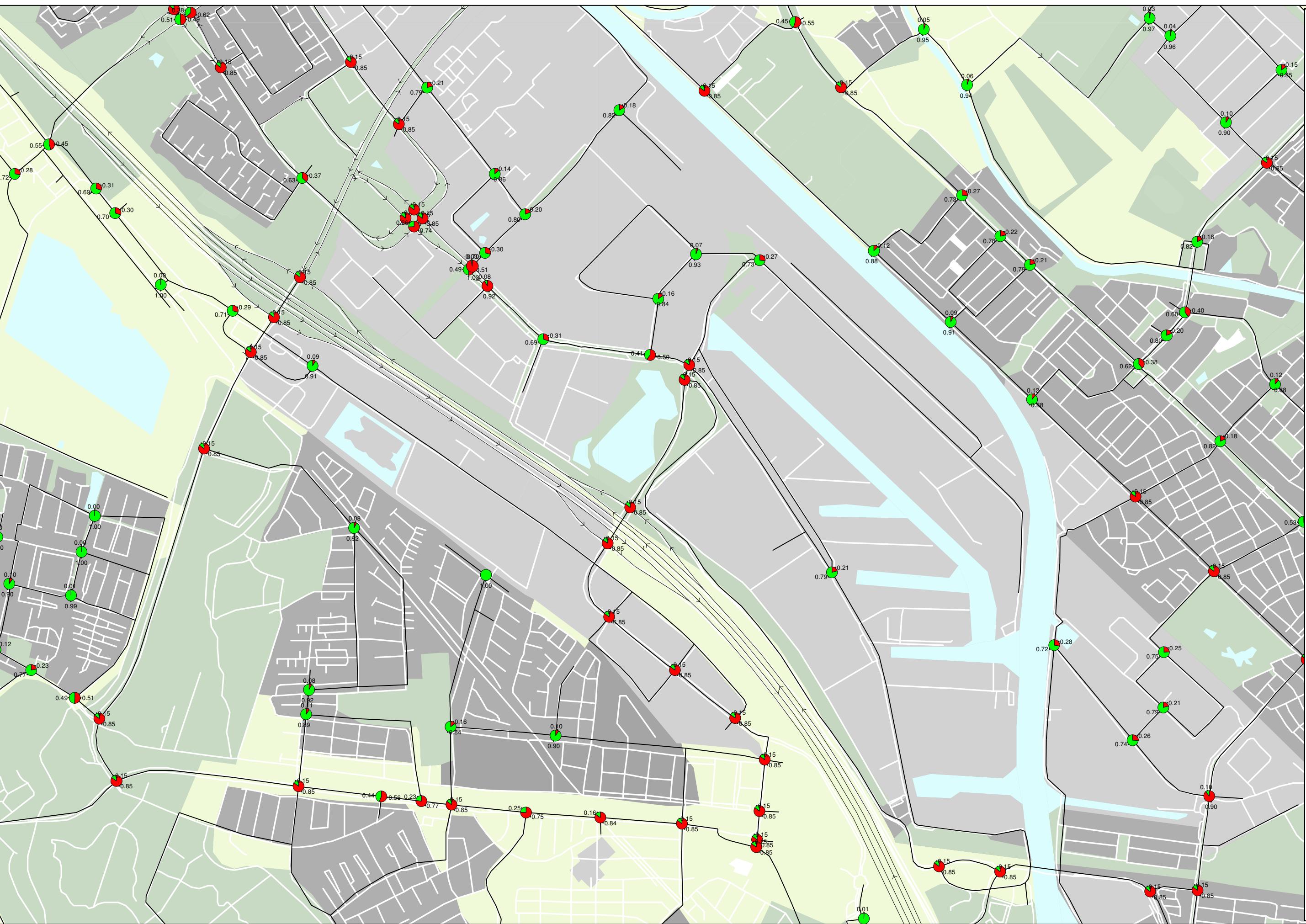
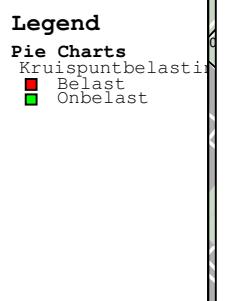


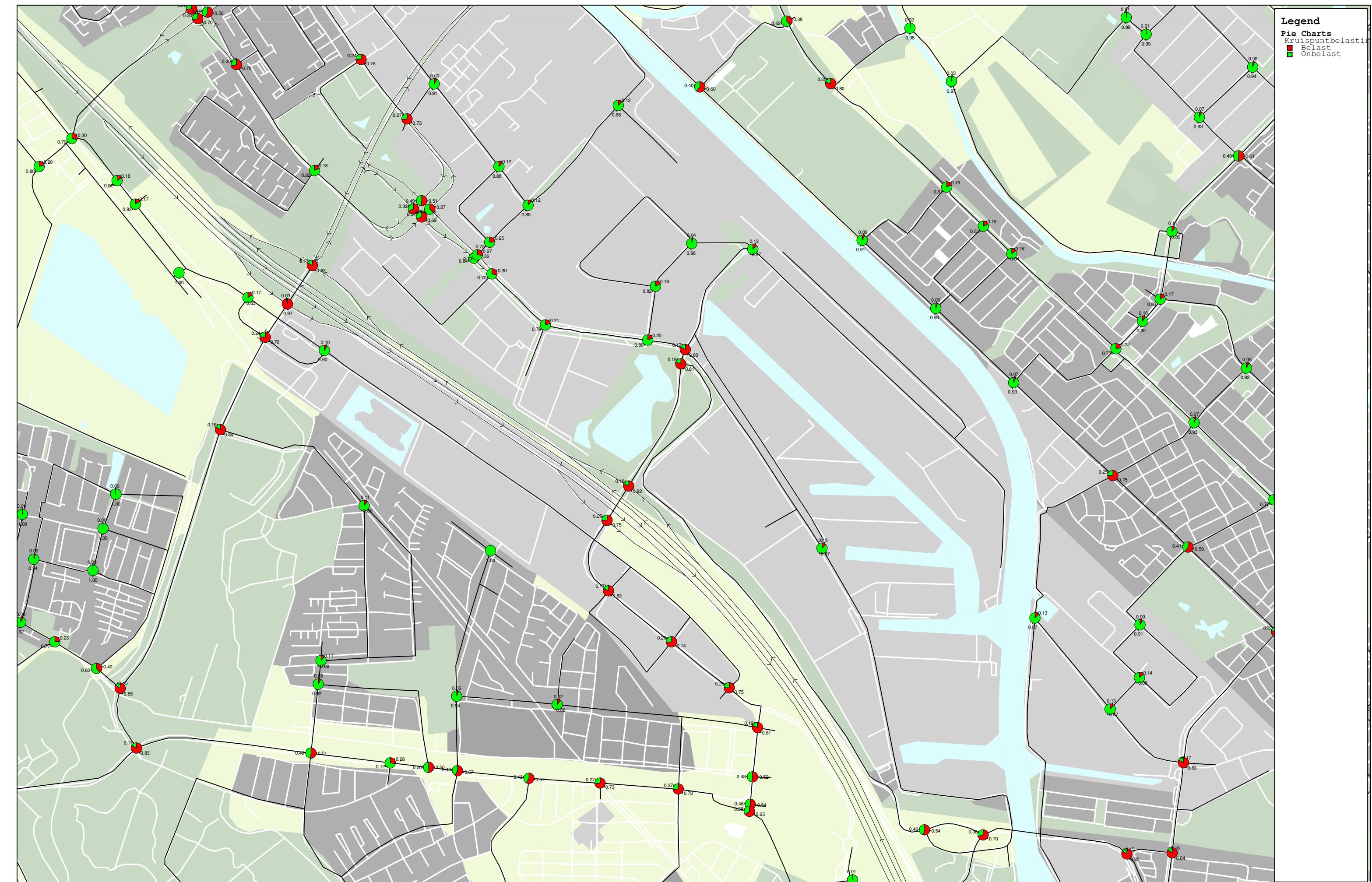
Legend
Pie Charts
Kruispuntbelasting
Belast
Onbelast



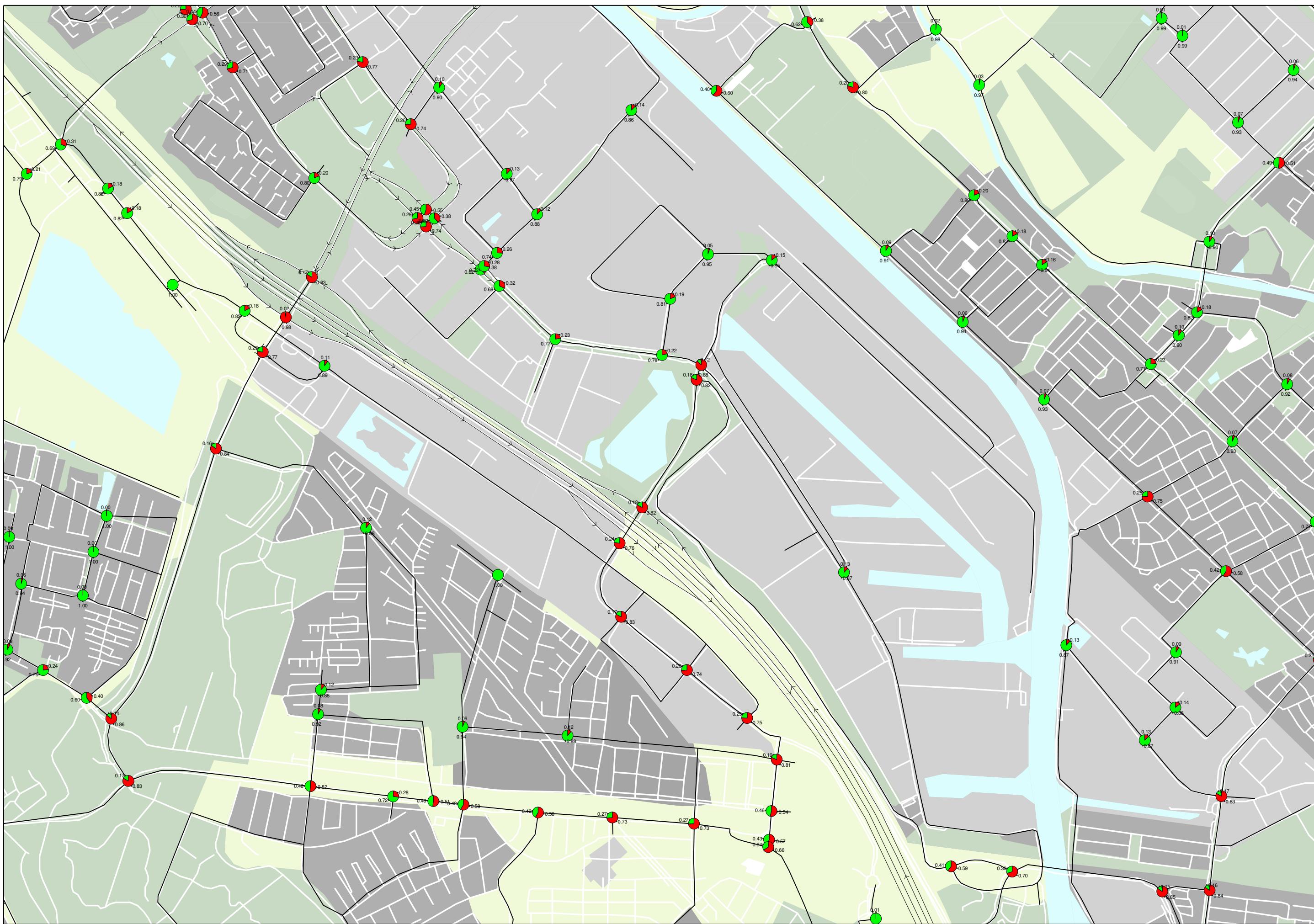
Legend
Pie Charts
Kruispuntbelasting
Belast
Onbelast

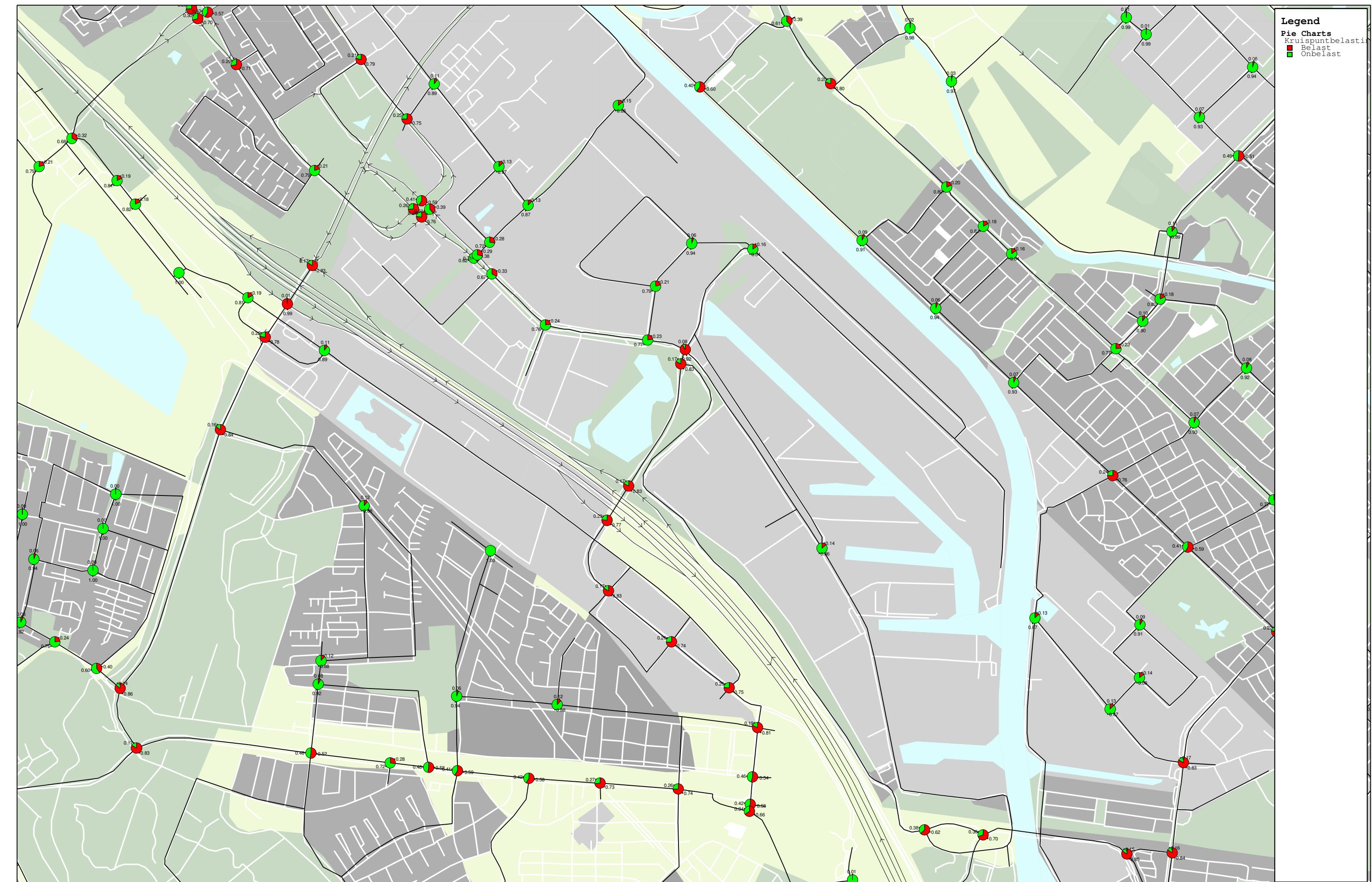






Legend
Pie Charts
Kruispuntbelasting
Belast
Onbelast

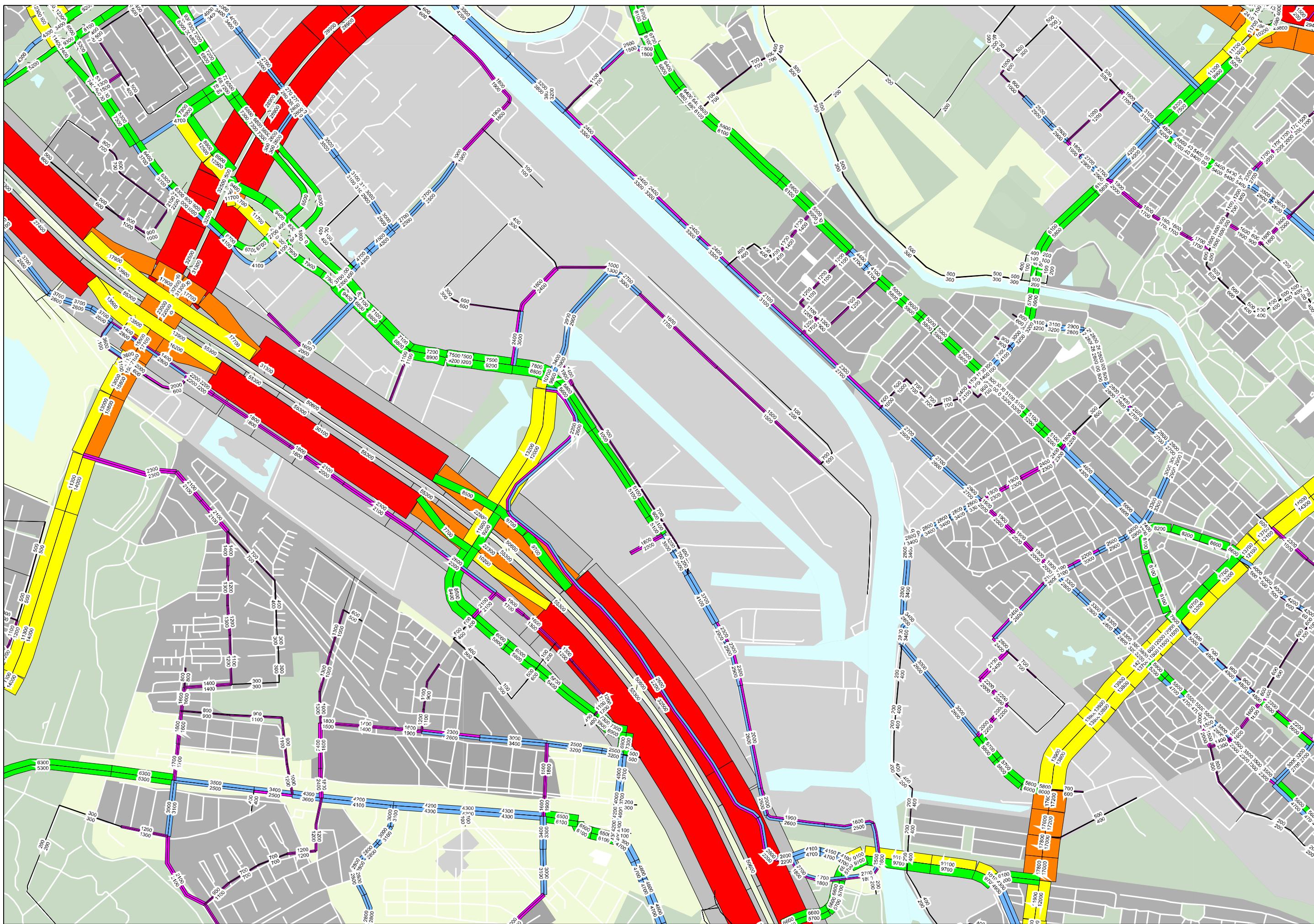
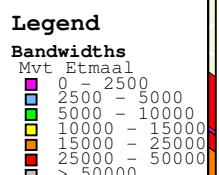


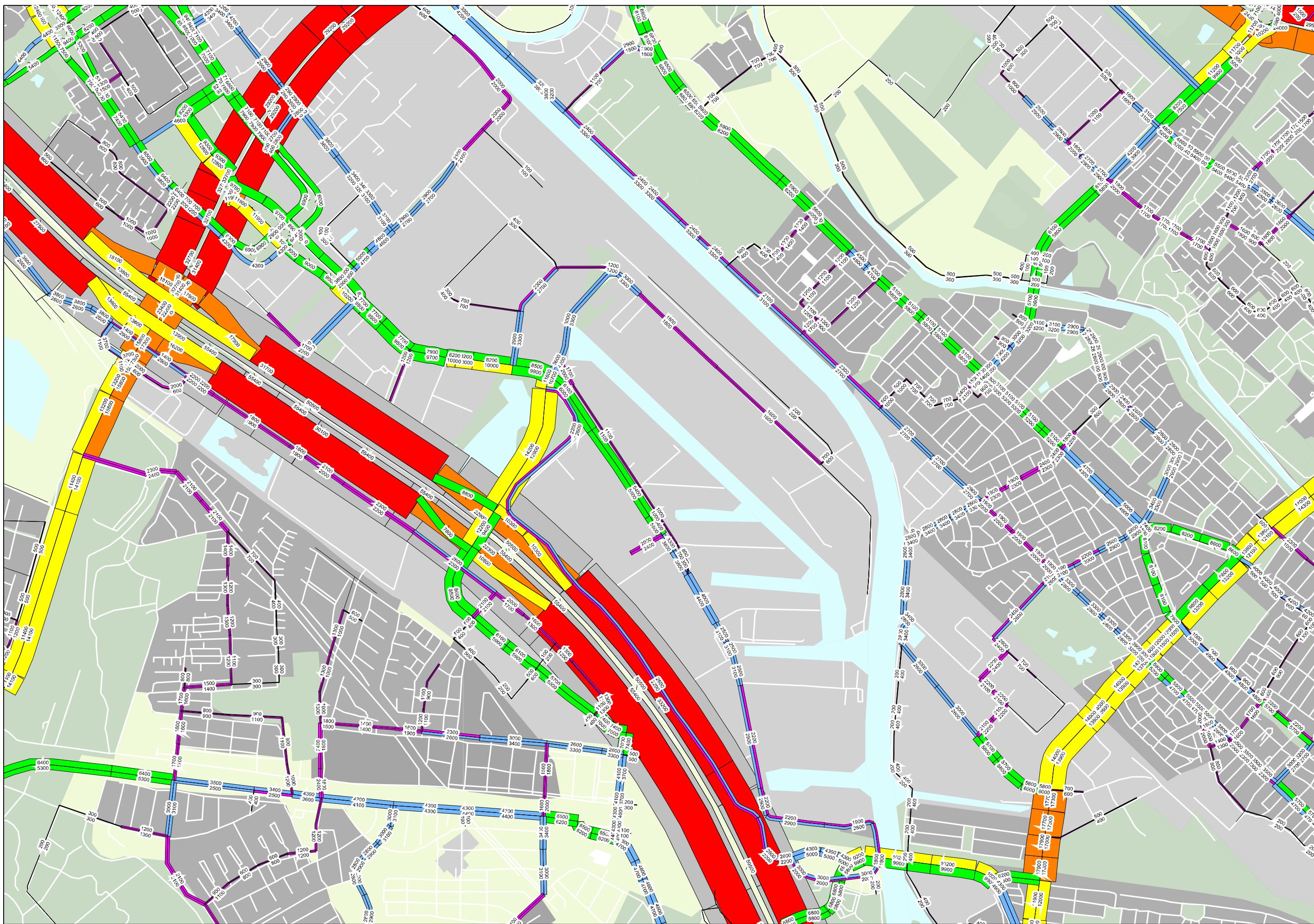
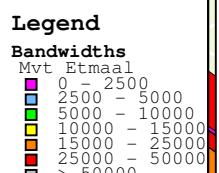


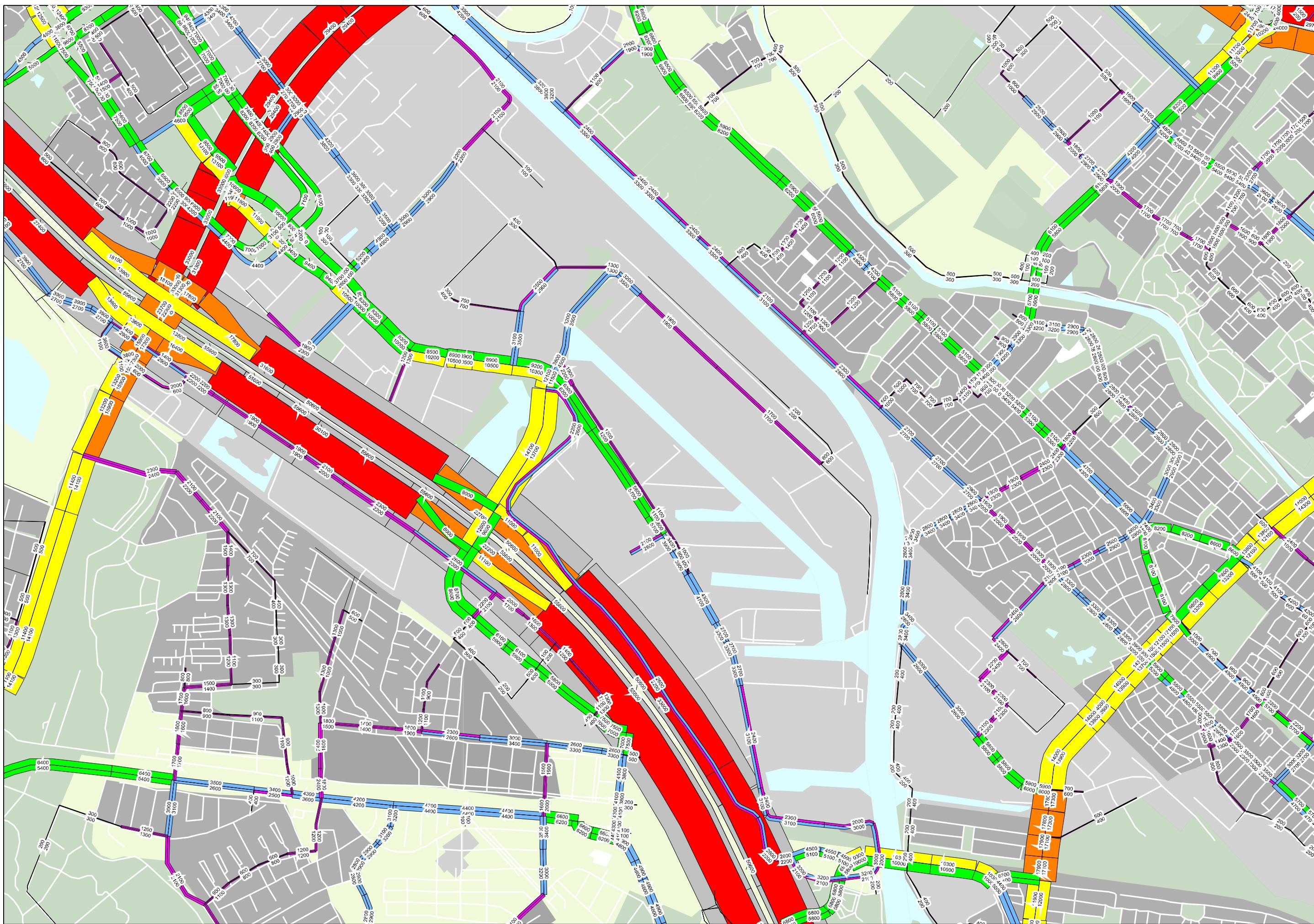
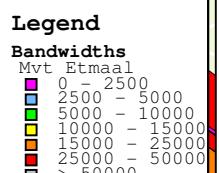
Onderzoeksvariant Vru3.1u 2014 autonoom + 16.8%
Belastingsgraad - ochtendspits

Utt/MS - onderzoeksvariant
03-10-2013
DHV









Legend
Bandwidths
Verschil Mvt Etma²
Toename tov 20
Afname tov 20



Legend
Bandwidths
Verschil Mvt Etma²
Toename tov 20
Afname tov 20

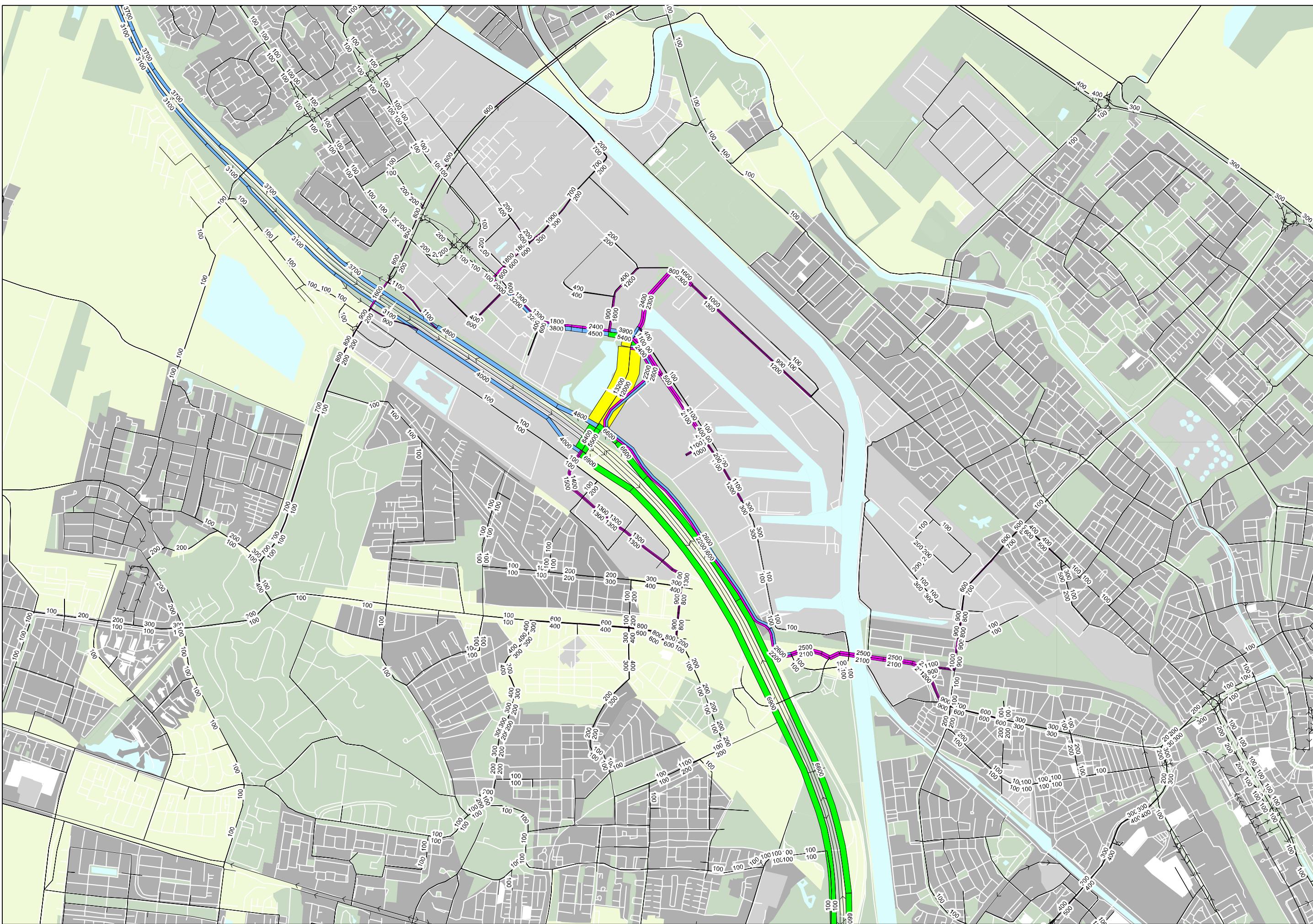


Onderzoeksvariant Vru3.1u 2014 autonomo + 16.8%
Verschil etmaalbelasting (motorvoertuigen/etmaal) met 2014 autonoem

Uit/MS - onderzoeksvariant
03-10-2013
DHV



Legend



Legend

