LUXEMBOURG

Population: 530 380 • Income group: High • Gross national income per capita: US$ 69 900

INSTITUTIONAL FRAMEWORK

Lead agency
Ministry of Sustainable Development and Infrastructure
Funded in national budget
Yes
National road safety strategy
Yes
Funding to implement strategy
Fully funded
Fatality reduction target
50% (2010–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects
Yes
Regular inspections of existing road infrastructure
Yes
Policies to promote walking or cycling
Yes
Policies to encourage investment in public transport
Yes
Policies to separate road users and protect VRUs
Yes

SAFER VEHICLES

Total registered vehicles for 2014
431 245
Cars and 4-wheeled light vehicles
390 882
Motorized 2- and 3-wheelers
25 753
Heavy trucks
12 851
Buses
1 759
Other
0

Vehicle standards applied
Frontal impact standard
Yes
Electronic stability control
Yes
Pedestrian protection
Yes

POST-CRASH CARE

Emergency room injury surveillance system
Yes
Emergency access telephone numbers
112
Permanently disabled due to road traffic crash
3.7%\(^a\)

\(^{a}\) 2010, Association of Accident Insurances.

DATA

Reported road traffic fatalities (2013)
45* (76% M, 24% F)
WHO estimated road traffic fatalities
46
WHO estimated rate per 100 000 population
8.7
Estimated GDP lost due to road traffic crashes
—

\(^{*}\) Statec-Police Grand-Ducale. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

Drivers/passengers
56% (4%)
4-wheeled cars and light vehicles
50%
2- and 3-wheelers
18%
Pedestrians
11%
Riders motorized
11%

Source: 2013, Statec-Police Grand-Ducale.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

\(^{*}\) 2011, ILRES survey.

\(^{b}\) 2013, Statec-Police Grand-Ducale.

\(^{c}\) Statec-Police Grand-Ducale. Defined as died within 30 days of crash.

\(^{d}\) 2003, ILRES survey.

\(^{e}\) 2001, ILRES survey.

\(^{f}\) Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

SAFER ROAD USERS

National speed limit law
Yes
Max urban speed limit
50 km/h
Max rural speed limit
90 km/h
Max motorway speed limit
130 km/h
Local authorities can modify limits
Yes
Enforcement
0 1 2 3 4 5 6 7 8 9 10
National drink–driving law
Yes
BAC limit – general population
<0.05 g/dl
BAC limit – young or novice drivers
<0.02 g/dl
Random breath testing carried out
Yes
Enforcement
0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol
22%\(^{d}\)

Helmet wearing rate
—

National seat-belt law
Yes
Applies to passenger cars
Yes
Enforcement
0 1 2 3 4 5 6 7 8 9 10

Seat-belt wearing rate
78% Front seats*, 60% Rear seats*

National child restraint law
Yes
Restrictions on children sitting in front seat
Yes
Child restraint law based on
Age
Enforcement
0 1 2 3 4 5 6 7 8 9 10

National law on mobile phone use while driving
Yes
Law prohibits hand-held mobile phone use
Yes
Law also applies to hands-free phones
No

National drug-driving law
Yes

Source: Statec-Police Grand-Ducale.