

# Luxembourg

Population: 575 747 | Income group: High | Gross national income per capita: US\$ 76 660



## INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Sustainable Development and Infrastructure, Department of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles for 01.01.2017	466 472
Cars and 4-wheeled light vehicles	422 073
Motorized 2- and 3-wheelers	29 253
Heavy trucks	13 242
Buses	1 904
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

## POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

## DATA

Reported road traffic fatalities (2016)	32 <sup>a</sup> (66% M, 34% F)
Reported rate per 100 000 population (2016)	5.4 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	36 <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	6.3 <sup>b</sup>

<sup>a</sup> National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale. Died within 30 days of crash

<sup>b</sup> WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

## 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
Self-reported enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Predominant type of enforcement	Automated
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
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	14% <sup>c</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs <sup>d</sup>
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 ⑩
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	90% Front seats <sup>e</sup> , 76% Rear seats <sup>e</sup>
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint <sup>f</sup>
Child restraint required	Up to 17 yrs/150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

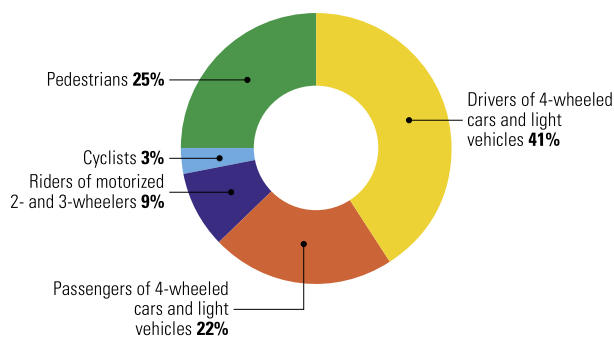
<sup>c</sup> 2016, National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale

<sup>d</sup> And until the child is tall enough to adequately use the foot pegs

<sup>e</sup> 2015, TNS ILRES/MDDI

<sup>f</sup> Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale

Trends in reported road traffic deaths



Source: National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale