



Luxembourg has one of the highest GDPs per capita in the world.

## Structure and Culture

### Basic Data

**Table 1: Basic data of Luxembourg in relation to the EU average**

Basic data of Luxembourg	EU average
- Population: 0,56 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 2.589 km <sup>2</sup> (2015)[2] (0% water) (2015)[4]	159.663 km <sup>2</sup> (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 5,5°C	6,5°C
- Average summer temperature (May to Oct.): 15,3°C	17,8°C
- Annual precipitation level: 1.000 mm	651 mm
- Exposure: 0.6 billion vehicle km (2014) [1]	122,4 billion vehicle km (2014) <sup>1</sup>
- 0,79 vehicles per person (2014) [1]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources ; [4] CIA

### Country characteristics

**Table 2: Characteristics of Luxembourg in comparison to the EU average**

Characteristics of Luxembourg	EU average
- Population density: 218 inhabitants/km <sup>2</sup> (2015) [2]	114 inhabitants/km <sup>2</sup> (2015)
- Population composition (2015) [2]	
16,7% children (0-14 years)	15,6% children
69,1% adults (15-64 years)	65,5% adults
14,2% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €80.500 (2015) [2]	€26.300 (2015)
- 90,2% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: mostly gently rolling uplands with broad, shallow valleys; uplands to slightly mountainous in the north	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources ; [4] CIA

<sup>1</sup> Based on the average of 24 EU countries.

## Structure of road safety management

In Luxembourg the policy making is centralised. Luxembourg adopted the EU Target to halve the number of road fatalities by 2020.

The following key-actors are responsible for road safety (RS) policy making:

**Table 3: Key actors per function in Luxembourg**

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- The Ministry of Sustainable Development and Infrastructure (Department of Transport)
2. Monitoring of the RS development in the country	- The Ministry of Sustainable Development and Infrastructure (Department of Transport) - Police
3. Improvements in road infrastructure	- The Ministry of Sustainable Development and Infrastructure (Direction de la circulation et de la sécurité routières)
4. Vehicle improvement	- The Ministry of Sustainable Development and Infrastructure (Department of Transport) - The Vehicle Inspection Centre (SNCT)
5. Improvement in road user education	- The Ministry of Sustainable Development and Infrastructure (Direction de la circulation et de la sécurité routières) - Centre de formation pour conducteurs à Colmar-Berg - SNCT
6. Publicity campaigns	- The Ministry of Sustainable Development and Infrastructure (The Department of Transport) - Sécurité Routière (Road Safety prevention Association)
7. Enforcement of road traffic laws	- Ministry of Sustainable Development and Infrastructure - Police grand-ducale
8. Other relevant actors	Other (non-profit) organisations are active on road safety awareness, education and prevention: e.g. - The Association of Road Victims (AVR) - Responsible Young Drivers (awareness for young drivers)

Sources: national sources

## Attitudes towards risk taking

As Luxembourg is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

The Department of Transport of the Ministry of Sustainable Development and Infrastructure is leading road safety issues.

The 2014-2018 road safety action plan in Luxembourg is launched under the concept of Vision Zero, zero deaths and zero serious injuries.

## Programmes and measures

### National strategic plans and targets

Luxembourg adopted the EU target to half the number of fatalities by 2020. Moreover, the targets were defined according to an action plan bringing together all stakeholders in road safety. The 2014-2018 road safety action plan is launched under the concept of Vision Zero, zero deaths and zero serious injuries.

**Table 5: Road safety targets for Luxembourg**

Year	Fatalities
2020	-50%

Source IRTAD, 2016

- Priority topics:
  - reducing speeding
  - safety of vulnerable road users
  - strengthening the demerit point system introduced in 2002
  - road safety campaigns to raise awareness of pollution and dangerous behaviour
  - implementation of automatic speed controls
  - improvement in road infrastructure

(Sources: IRTAD, 2016)

### Road infrastructure

**Table 6: Description of the road categories and their characteristics in Luxembourg**

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90
Motorways	130

Source: IRTAD, 2016

- Special rules for:
  - 110 km/h in case of rain on motorways
  - Light motorcycle (A1; until 18 years): 80 km/h
- Guidelines and strategic plans for infrastructure are available in Luxembourg.

**Table 7: Obligatory parts of infrastructure management in Luxembourg and other EU countries**

Obligatory parts in Luxembourg:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: no	81%
Road safety inspections: yes	89%
High risk site treatment: no	74%

Sources: IRTAD, 2015

Luxembourg has recently paid attention to the improvement of infrastructure for pedestrians and cyclists.

- Recent activities of road infrastructure improvement have been addressing:
  - A new working group to analyse and improve cycling networks was created within the Ministry of Sustainable Development and Infrastructure.
  - new guidelines on pedestrian crossing in urban areas

(Sources: IRTAD, 2016)

## Traffic laws and regulations

**Table 8: Description of the regulations in Luxembourg in relation to the most common regulations in other EU countries**

Regulations in Luxembourg [1]	Most common in EU (% of countries)
Allowed BAC <sup>2</sup> levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,2‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,2‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2016; [2] WHO, 2013

## Enforcement

**Table 9: Effectiveness of enforcement effort in Luxembourg according to an international respondent consensus (scale = 0-10)**

Issue	Score for Luxembourg	Most common in EU (% of countries)
Speed legislation enforcement	6	7 (43%)
Seat-belt law enforcement	7	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	6	8 (43%)

Source: WHO, 2015

Drink-driving and speed law enforcement are assessed as less effective in Luxembourg than in other EU countries.

<sup>2</sup> Blood Alcohol Concentration

Road safety education at school is compulsory within the curriculum of health education.

## Road User Education and Training

**Table 10: Road user education and training in Luxembourg compared to the situation in other EU countries**

Education and training in Luxembourg	Most common in EU (% of countries)
<b>General education programmes:</b> - Primary school: compulsory within the curriculum of health education - Secondary school: compulsory within the curriculum of health education - Other groups: young drivers within 2 years after driving license [1,3]	Compulsory (71%) Compulsory (43%) -
<b>Driving licences thresholds:</b> - Passenger car: 18 years - Motorised two wheeler: 16 years (max. power 11 kw max. 125 cc) 21 years (power >25 kw, 2 first years max power 11kw max 125 cc) - Buses and coaches: 21 years - Lorries and trucks: 21 years [2,3]	18 years (79%) 18 years (low categories) and higher ages (32%) 21 years (86%) 21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

## Public Campaigns

**Table 11: Public campaigns in Luxembourg compared to the situation in other EU countries**

Campaigns in Luxembourg	Most common issues in EU (% of countries)
<b>Organisation:</b> - Ministry of Sustainable Development and Infrastructure (Department of Transport) - 'La Sécurité Routière'	
<b>Main themes:</b>  - Drink-driving - Speeding	Drink-driving (96%) Speeding (86%) Seat-belt (79%)

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

## Vehicles and technology (national developments)

**Table 12: Developments of vehicles and technology in Luxembourg, compared to the situation in other EU countries**

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: every 12 months	Every 12 months (39%)
Motorcycles: every 12 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Mandatory vehicle inspection periods in Luxembourg are similar to the most common periods in the EU.

## Road Safety Performance Indicators

### Speed

**Table 13: Number of speed tickets per population in Luxembourg versus the EU average**

Measure	2006	2011	Average annual change	EU average (2011)
Number of speed tickets/1.000 population	48	42	-2,6%	89

Sources: [1] ETSC, 2010; [2] ETSC, 2015

**Table 14: Percentage of speed offenders per road type in Luxembourg compared to the EU average**

Road type	2004	2006	Average annual change	EU average
Motorways	n/a	5%	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010

**Table 15: Mean speed per road type in Luxembourg compared to the EU average**

Road type	2004	2006	Average annual change	EU average
Motorways	n/a	115	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

### Alcohol

**Table 16: Road side surveys for drink-driving in Luxembourg compared to the EU average**

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	n/a	n/a	-	209
% tested over the limit	n/a	n/a	-	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The number of speed tickets per population decreased somewhat between 2006 and 2011.

The rate of alcohol offenders is not available in Luxembourg.

The vehicle fleet in Luxembourg is newer than the EU average.

## Vehicles

**Table 17: State of the vehicle fleet in Luxembourg compared to the EU average**

Vehicles	EU average
<b>Cars per age group (2012) [1]:</b>	<b>Passenger cars (2012)</b>
- ≤ 2 years: 14%	≤ 2 years: 9%
- 3 to 5 years: 37%	3 to 5 years: 13%
- 6 to 10 years: 30%	6 to 10 years: 28%
- > 10 years: 19%	>10 years: 49%
<b>EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:</b>	
- 5 stars: no information	5 stars: 52,5%
- 4 stars: no information	4 stars: 4,5%
- 3 stars: no information	3 stars: 2,9%
- 2 stars: no information	2 stars: 0,5%
- not tested: no information	not tested: 39,6% <sup>3</sup>

Source: [1] EUROSTAT, 2015; [2] ETSC, 2016

Seat-belt wearing rates are somewhat higher than the EU average.

## Protective systems

**Table 18: Protective system use in Luxembourg versus the average in EU**

Protective systems	EU average <sup>4</sup>
<b>Daytime seat-belt wearing in cars and vans (2015):</b>	<b>(2015)</b>
- 90% front	89,7% front
- 81% driver	not available
- no information on % front passenger	not available
- 76% rear	69,5% rear
- no information on % child restraints	not available
<b>Helmet use (2015):</b>	
- almost 100% motorcyclists (estimated)	not available
- no information on % cyclists	

Source: IRTAD, 2016

<sup>3</sup> Based on data of 25 EU countries (excl. HR, LU and MT).

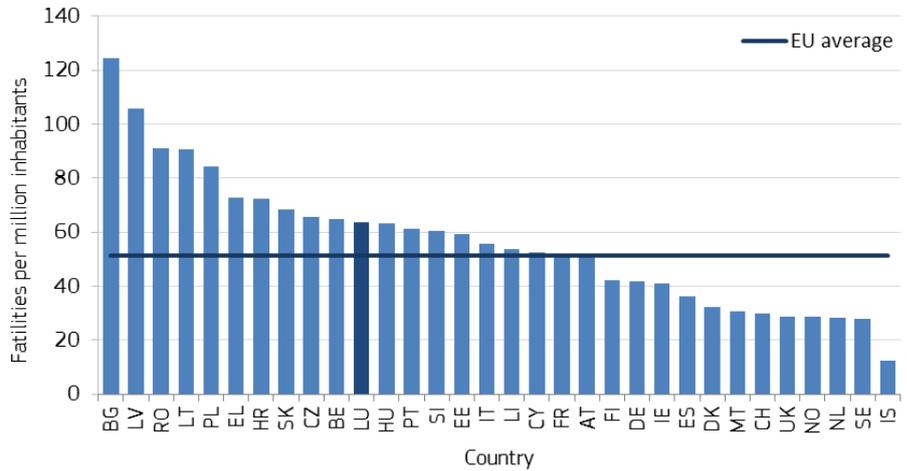
<sup>4</sup> Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

## Road Safety Outcomes

### General positioning

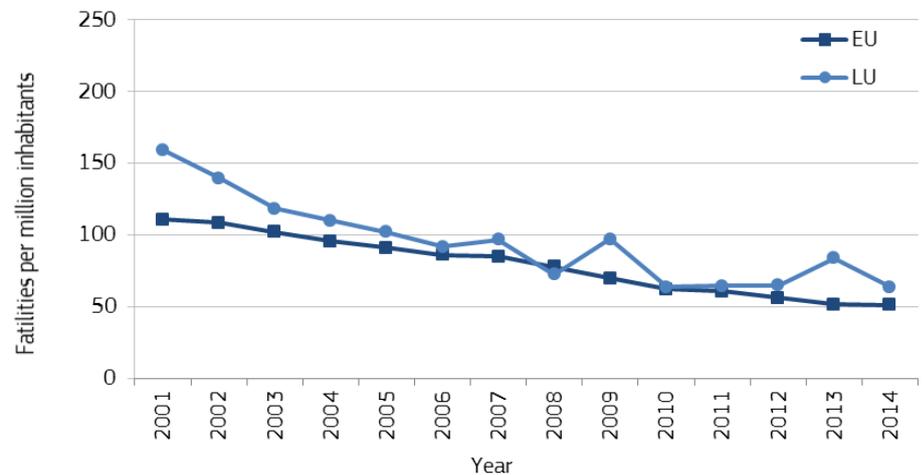
The fatality rate of Luxembourg is higher than the EU average (around 64 fatalities per million population in 2014). The development has been similar to the EU average rate between 2001 and 2014, with the exception of the years 2007, 2009 and 2013.

**Figure 1: Fatalities per million inhabitants in 2014 with EU average**



Sources: CARE, Eurostat

**Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Luxembourg and the EU average**



Sources: CARE, Eurostat

The fatality rate of Luxembourg is higher than the EU average. The development has been similar to the EU average rate between 2001 and 2014, with the exception of the years 2007, 2009 and 2013.

The share of lorry and truck fatalities is much higher than the EU average.

## Transport mode

The share of lorry and truck occupant fatalities is higher than the EU average. While there was no average annual reduction of motorcyclist fatalities between 2001 and 2015, it was 8% for car occupants. In the same period. The annual reduction rate of pedestrian fatalities was 3%.

**Table 19: Reported fatalities by mode of road transport in Luxembourg compared to the EU average**

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	11	7	-3%	19%	21%
Car occupants	51	16	-8%	44%	45%
Motorcyclists	6	6	0%	17%	14%
Mopeds	0	0	0%	0%	3%
Cyclists	1	0	-100%	0%	8%
Bus/coach occupants	0	0	0%	0%	0%
Lorries or truck occupants	1	7	15%	19%	5%

Sources: CARE, national sources

## Age, gender and nationality

**Table 20: Reported fatalities by age, gender and nationality in Luxembourg versus the EU average**

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
<b>Females</b>					
0 - 14 years	2	0	-100%	0%	2%
15 - 17 years	3	0	-100%	0%	1%
18 - 24 years	4	0	-100%	0%	2%
25 - 49 years	5	4	-2%	11%	7%
50 - 64 years	2	1	-5%	3%	4%
65+ years	1	2	5%	6%	8%
<b>Males</b>					
0 - 14 years	2	0	-100%	0%	2%
15 - 17 years	0	2	-	6%	1%
18 - 24 years	12	5	-6%	14%	10%
25 - 49 years	22	7	-8%	19%	28%
50 - 64 years	10	9	-1%	25%	16%
65+ years	6	6	0%	17%	14%
<b>Nationality of driver or rider killed</b>					
National	38	16	-6%	44%	n/a
Non-national	32	20	-3%	56%	n/a

Sources: CARE, national sources

Luxembourg has a somewhat higher share of male road fatalities than the EU average. More than half of all fatalities are non-nationals.

Fatalities in rural areas are over-represented in Luxembourg.

## Location

Fatalities in rural areas are over-represented in Luxembourg compared to the EU average.

**Table 21: Reported fatalities by location in Luxembourg compared to the EU average**

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	17	5	-8%	14%	37%
Rural areas	46	28	-3%	78%	53%
Motorways	7	3	-6%	8%	7%
Junctions	8	1	-14%	3%	20%

Sources: CARE, national sources

## Lighting and weather conditions

**Table 22: Reported fatalities by lighting and weather conditions in Luxembourg compared to the EU average**

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
<b>Lightning conditions</b>					
During daylight	15	25	4%	69%	50%
During night-time	26	9	-7%	25%	30%
<b>Weather conditions</b>					
While raining	9	7	-2%	19%	10%

Sources: CARE, national sources

The share of fatal single vehicle accidents in Luxembourg is much higher than the EU average.

## Single vehicle accidents

**Table 23: Reported fatalities by type in Luxembourg compared to the EU average**

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	30	17	-4%	47%	24%

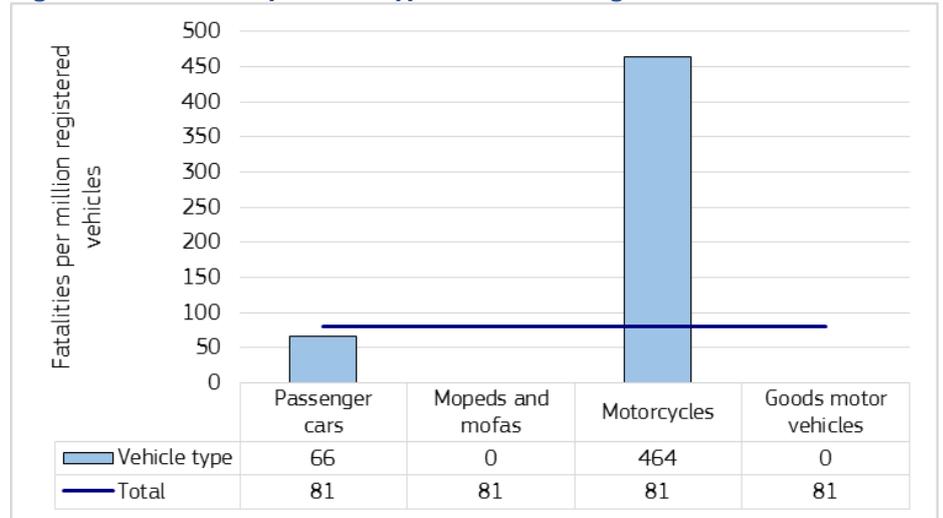
Sources: CARE, national sources

## Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

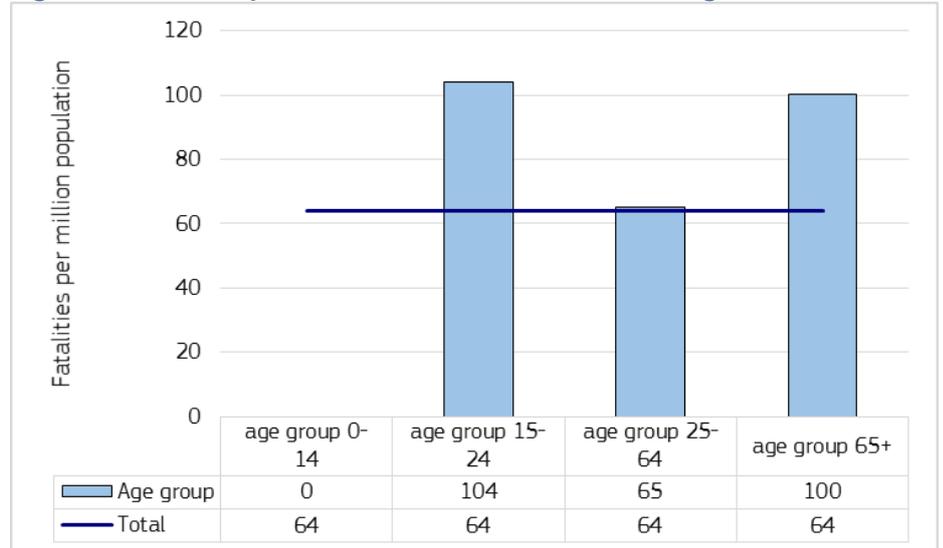
## Risk Figures

**Figure 3: Fatalities by vehicle type in Luxembourg in 2014**



Sources CARE, IRTAD

**Figure 4: Fatalities per million inhabitants in Luxembourg in 2015**



Sources: CARE, EUROSTAT

In Luxembourg, risk is highest for motorcyclists, youngsters and the elderly.

## Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL<sup>5</sup> for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

**Table 24: Cost (€) per injury type in Luxembourg versus the EU average**

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
<b>Luxembourg</b>	<b>3.323.000</b>	<b>517.700</b>	<b>31.200</b>
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
<b>EU average</b>	<b>1.870.000</b>	<b>243.100</b>	<b>18.700</b>

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Road safety cost in Luxembourg is the highest among the EU countries.

<sup>5</sup> Value of Statistical Life

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Road casualties in Luxembourg are very much dominated by the transit traffic through the country.

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## Synthesis

### Safety position

- Despite the overall decrease in the last decade, the fatality rate is currently higher than the EU average.

### Scope of problem

- Given the small size of the country, the absolute number of fatalities is also relatively small.
- By far the majority of fatalities in Luxembourg are car occupants, but the risk is highest for motorcycles.
- More than half of the fatal victims were non-national road users; a lot of road users in Luxembourg are transit users.
- Fatalities in rural areas are over-represented in Luxembourg.
- Road safety cost in Luxembourg is the highest among the EU countries.

### Recent progress

- The development of the fatality rate of Luxembourg has been similar to the EU average rate between 2001 and 2014 with the exception of the years 2007, 2009 and 2013. The fatality rate of Luxembourg is subject to fluctuation due to the country's small accident figures.
- Traffic enforcement is improving in Luxembourg.

### Remarkable road safety policy issues

- Luxembourg has a 0,2‰ drink-driving limit for novice and professional drivers.
- The vehicle fleet in Luxembourg is newer than the EU average.

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## Notes

### 1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: [http://ec.europa.eu/transport/road\\_safety/pdf/statistics/cadas\\_glossary.pdf](http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf)

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)<sup>1/n</sup>-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

*European Commission, Road Safety Country Overview – Luxembourg, European Commission, Directorate General for Transport, September 2016.*

