



# European Road Safety Observatory

National Road Safety Profile - Luxembourg

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

*Contract:* This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2019-100/SI2.822066 with Vias institute (BE) and SWOV Institute for Road Safety Research (NL).

*Version* 2.0, February 21, 2023

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## 1 Highlights

### **Road safety outcomes**

- In 2020 a total of 26 people were killed in reported traffic accidents in Luxembourg.
- Luxembourg is 13th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Luxembourg shows a relatively high proportion of powered two-wheelers and fatalities that occur on motorways.

### **Road safety performance indicators**

- Luxembourg has the highest self-reported frequency in Europe for speeding and for drink-driving.
- Motorway density in Luxembourg is very high compared to the EU average.
- The vehicle fleet is larger than the EU average and passenger cars are considerably younger.

### **Road safety policy and measures**

- Enforcement of drink-driving legislation is less widely perceived as effective in comparison to other EU countries.
- Both the self-reported frequencies of alcohol and drugs checks in Luxembourg are below the European average.

## 2 Road Safety Outcomes

### 2.1 General risk in traffic

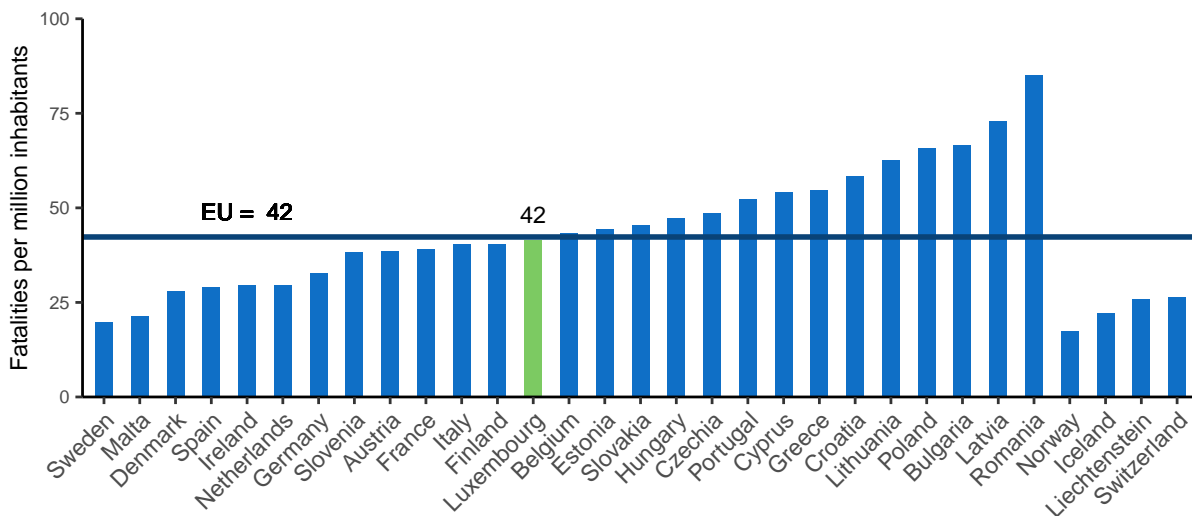
In Luxembourg, a total of 26 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 42 road fatalities per million inhabitants, which is similar to the EU average. Since 2001, the mortality rate in Luxembourg has decreased more than the EU average. When the number of vehicles is taken into account, Luxembourg performs better than most EU countries with a rate of 0.44 fatalities per 10,000 registered vehicles in 2020. However, it should be noted that commuter traffic is not taken into account.

Over the past ten years the number of fatalities in Luxembourg has fluctuated between 45 in 2013 and 22 in 2019. The number of serious injuries decreased by 17% between 2010 and 2020. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

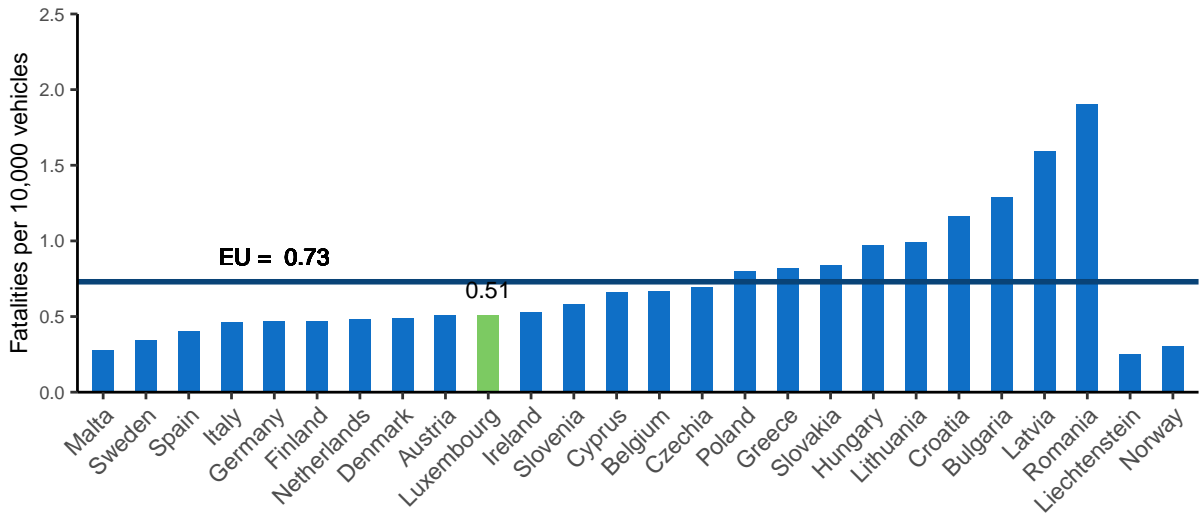
**Table 1.** Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
<b>Fatalities</b>	32	26	-19%	29611	18834	-36%
<b>Serious injuries</b>	266	217	-18%	/	/	/

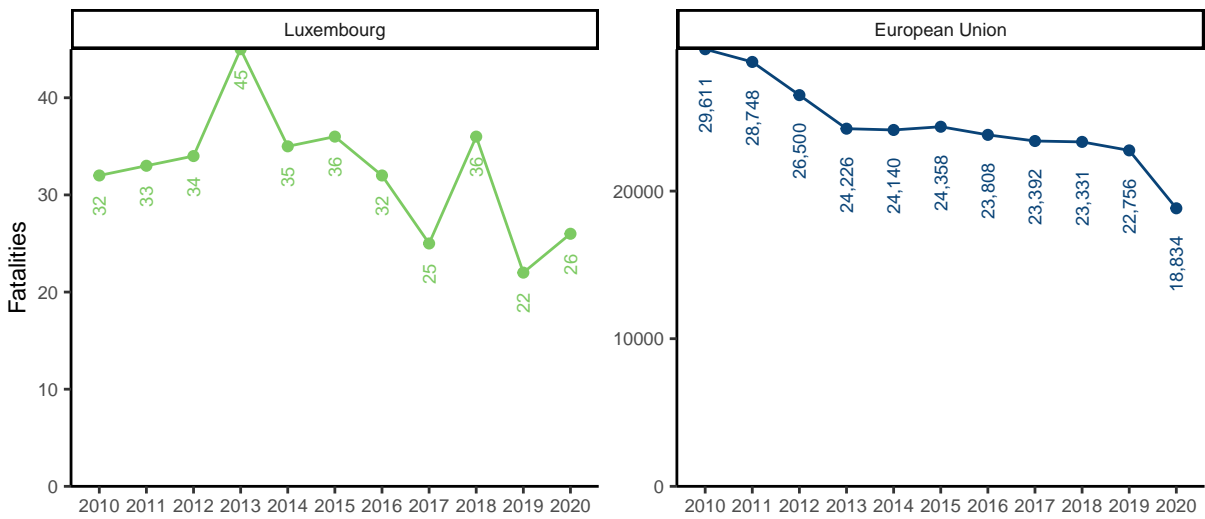
**Figure 1.** Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

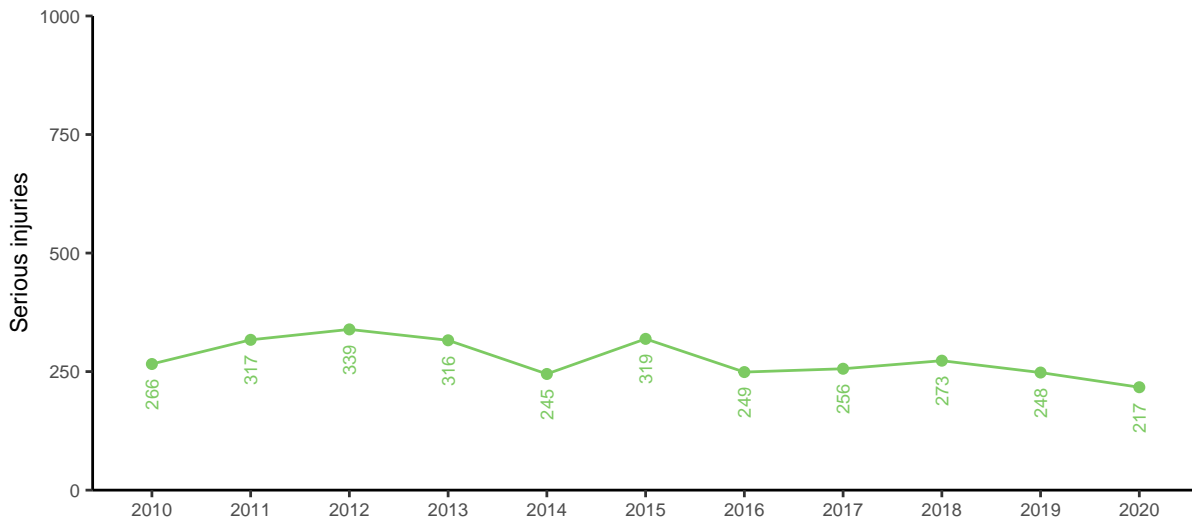
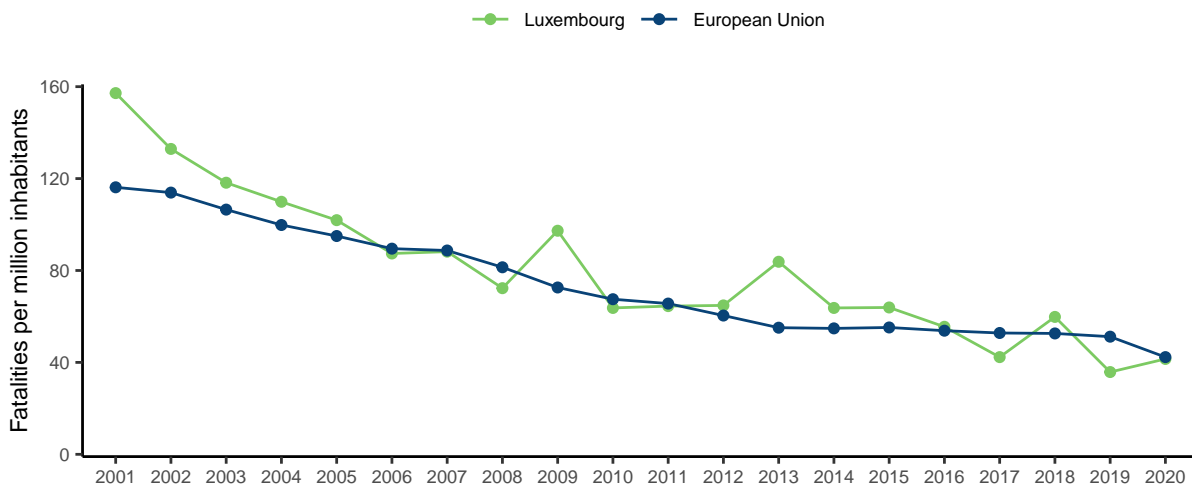


**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT



**Figure 3.** Number of road fatalities (2010-2020). Source: CARE

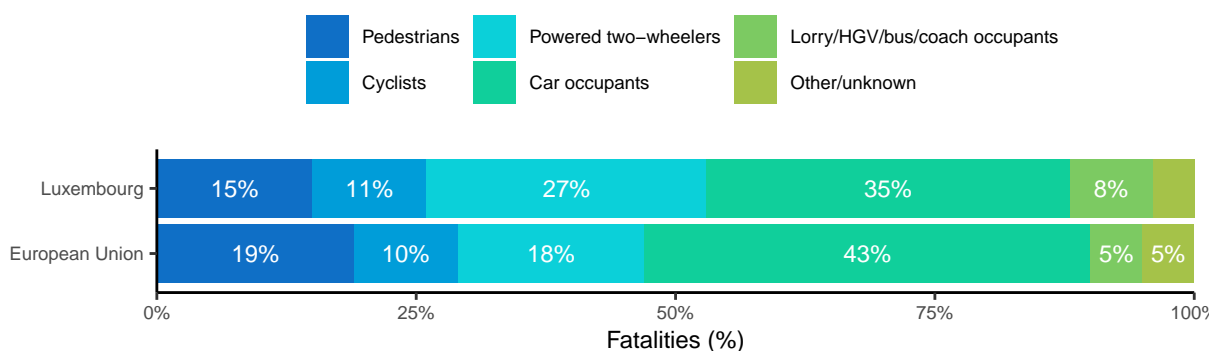


**Figure 4.** Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

## 2.2 Transport modes<sup>1</sup>

In 2020, powered two-wheelers account for 27% of road fatalities in Luxembourg. This percentage is higher than that observed in the European Union as a whole (18%). Over the past ten years the number of serious injuries has decreased significantly for pedestrians and car occupants, for cyclists there was a significant increase. Half of the road fatalities were involved in a single vehicle crash (i.e. only one vehicle and no other road user is involved).

<sup>1</sup> For more details about the categories used in this subsection, please see section 6.2 Definitions.

**Figure 6.** Number of road fatalities by transport mode (2020). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Pedestrians</b>	4	3	/	5,793	4,328	-25%
<b>Cyclists</b>	1	2	/	2,023	1,971	-3%
<b>Powered two-wheelers</b>	3	7	/	5,057	3,940	-22%
<b>Car occupants</b>	23	15	-35%	13,309	9,597	-28%
<b>Lorries, under 3.5t</b>	1	1	/	898	732	-18%
<b>Heavy goods vehicles</b>	0	0	/	590	378	-36%
<b>Bus/coach occupants</b>	0	0	/	102	88	-14%
<b>Other/unknown</b>	0	1	/	1,116	837	/
<b>Total</b>	33	28	-15%	28,286	21,640	-23%

**Table 3.** Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Pedestrians</b>	57	36	-37%
<b>Cyclists</b>	15	24	+60%
<b>Powered two-wheelers</b>	66	62	-6%
<b>Car occupants</b>	158	113	-28%
<b>Lorries, under 3.5t</b>	7	4	/
<b>Heavy goods vehicles</b>	2	2	/
<b>Bus/coach occupants</b>	1	2	/
<b>Other/unknown</b>	4	3	/
<b>Total</b>	307	246	-20%

**Table 4.** Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Crashes involving buses or coaches</b>	0	0	/	258	173	-33%
<b>Crashes involving cars</b>	4	3	/	5,507	4,306	-22%
<b>Crashes involving lorries or heavy goods vehicles</b>	1	0	/	1,721	1,321	-23%

**Table 5.** Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

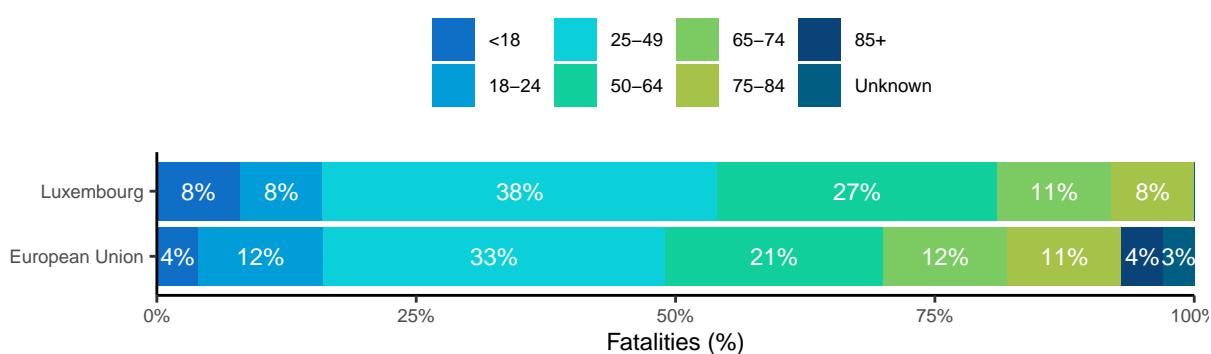
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Pedestrians</b>	3	1	/	3,944	3,079	-22%
<b>Cyclists</b>	1	0	/	1,113	1,125	+1%
<b>Powered two-wheelers</b>	0	1	/	2,200	1,562	-29%
<b>Car occupants</b>	1	0	/	2,883	2,109	-27%
<b>Lorries, under 3.5t</b>	0	0	/	149	137	-8%
<b>Heavy goods vehicles</b>	0	0	/	82	36	-56%
<b>Bus/coach occupants</b>	0	0	/	24	36	+50%
<b>Other/unknown</b>	0	0	/	219	254	/
<b>Total</b>	6	3	/	10,803	8,406	-22%

**Table 6.** Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Cyclists</b>	0	2	/	299	400	+34%
<b>Powered two-wheelers</b>	2	3	/	1,746	1,429	-18%
<b>Car occupants</b>	13	8	/	5,905	4,187	-29%
<b>Lorries, under 3.5t</b>	0	0	/	365	271	-26%
<b>Heavy goods vehicles</b>	0	0	/	241	143	-41%
<b>Bus/coach occupants</b>	0	0	/	40	33	-18%
<b>Other/unknown</b>	0	1	/	327	309	/
<b>Total</b>	15	14	/	8,923	6,772	-24%

## 2.3 Age

The distribution of road fatalities across age groups in Luxembourg is different from that for the European Union. The 18 to 24 year old age group account for 8% of fatalities in Luxembourg, which is less than the percentage in the European Union (12%). The share of people aged 85 and older is also much smaller than in the European Union. The number of serious injuries increased over the past ten years for the 50 to 64 age group.

**Figure 7.** Number of road fatalities by age group (2020). Source: CARE



**Table 7.** Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

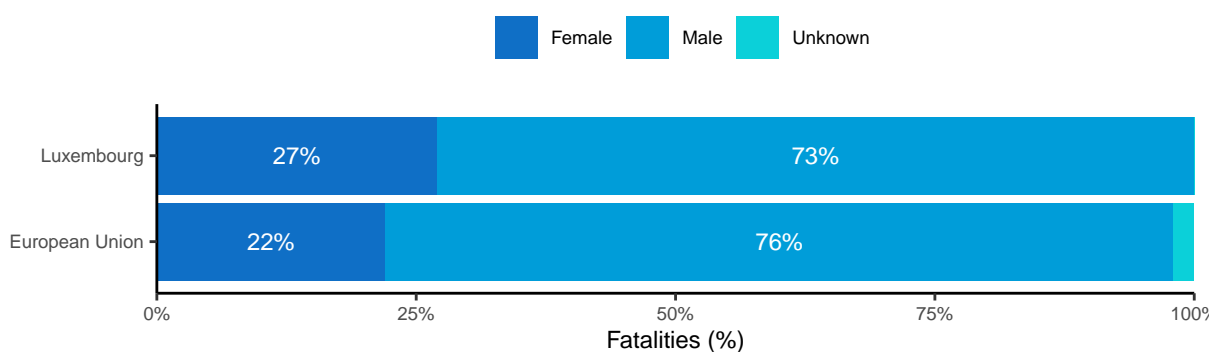
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	2	1	/	1,503	918	-39%
18-24	8	6	/	4,398	2,589	-41%
25-49	13	12	/	10,457	7,311	-30%
50-64	5	6	/	5,273	4,605	-13%
65-74	3	2	/	2,730	2,627	-4%
75-84	1	1	/	2,775	2,414	-13%
85+	2	0	/	882	1,075	+22%
Unknown	0	0	/	738	360	/
<b>Total</b>	<b>33</b>	<b>28</b>	<b>-15%</b>	<b>28,286</b>	<b>21,640</b>	<b>-23%</b>

**Table 8.** Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	27	16	-41%
18-24	58	32	-45%
25-49	135	111	-18%
50-64	49	56	+14%
65-74	13	15	/
75-84	17	12	/
85+	2	4	/
Unknown	7	0	/
<b>Total</b>	<b>307</b>	<b>246</b>	<b>-20%</b>

## 2.4 Gender

The high proportion of males among total road fatalities in Luxembourg (73%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

**Figure 8.** Number of road fatalities by gender (2020). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

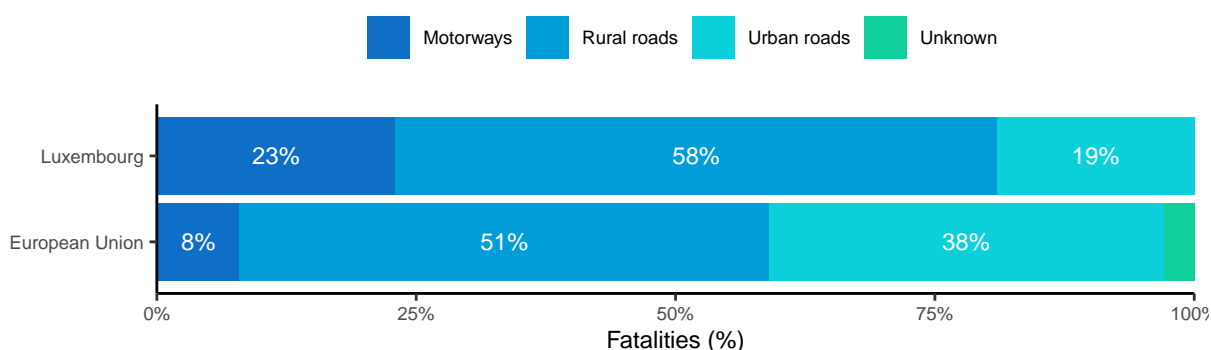
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Female</b>	9	5	/	6,655	4,960	-25%
<b>Male</b>	24	23	-4%	21,519	16,659	-23%
<b>Unknown</b>	0	0	/	1,310	254	/
<b>Total</b>	<b>33</b>	<b>28</b>	<b>-15%</b>	<b>28,286</b>	<b>21,640</b>	<b>-23%</b>

**Table 10.** Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Female</b>	104	74	-29%
<b>Male</b>	204	172	-16%
<b>Unknown</b>	0	0	/
<b>Total</b>	307	246	-20%

## 2.5 Area

Similar to the EU average, the majority of road fatalities in Luxembourg occurred on rural roads (58%). The share of fatalities on urban roads on the other hand is much lower than the EU average and the share on motorways is much higher. Over the past ten years, fatalities and serious injuries show a downward trend on all road types in Luxembourg.

**Figure 9.** Number of road fatalities by road type (2020). Source: CARE**Table 11.** Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Motorway</b>	13	6	/	2,072	1,812	-13%
<b>Rural</b>	21	19	-10%	15,280	11,430	-25%
<b>Urban</b>	6	3	/	10,803	8,406	-22%
<b>Unknown</b>	0	/	/	908	543	/
<b>Total</b>	33	28	-15%	28,286	21,640	-23%

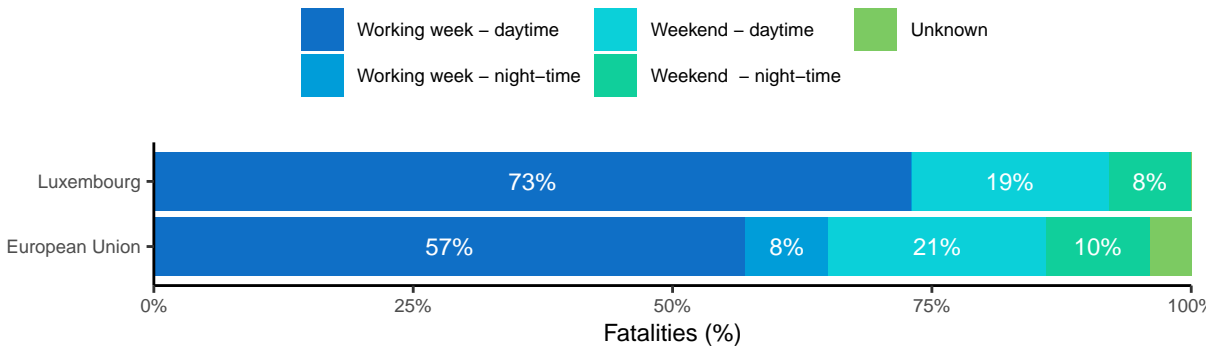
**Table 12.** Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Motorway</b>	70	22	-69%
<b>Rural</b>	147	125	-15%
<b>Urban</b>	133	99	-26%
<b>Unknown</b>	17	/	/
<b>Total</b>	307	246	-20%

## 2.6 Time <sup>2</sup>

The distribution of fatalities by day of the week and time of the day is different from the EU average: the country shows a higher proportion of fatalities that occur in the daytime during the working week (73%).

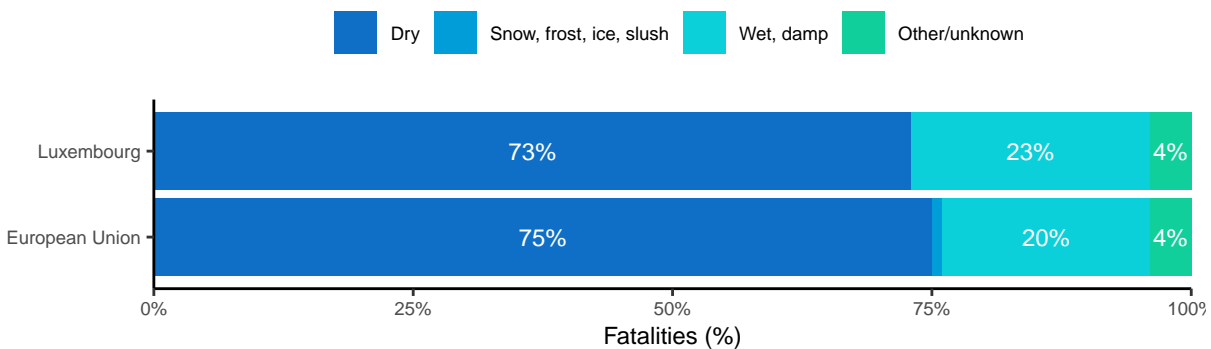
<sup>2</sup>For more details about the time periods used in this subsection, please see section 6.2 Definitions.

**Figure 10.** Number of road fatalities by period of time (2020). Source: CARE**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

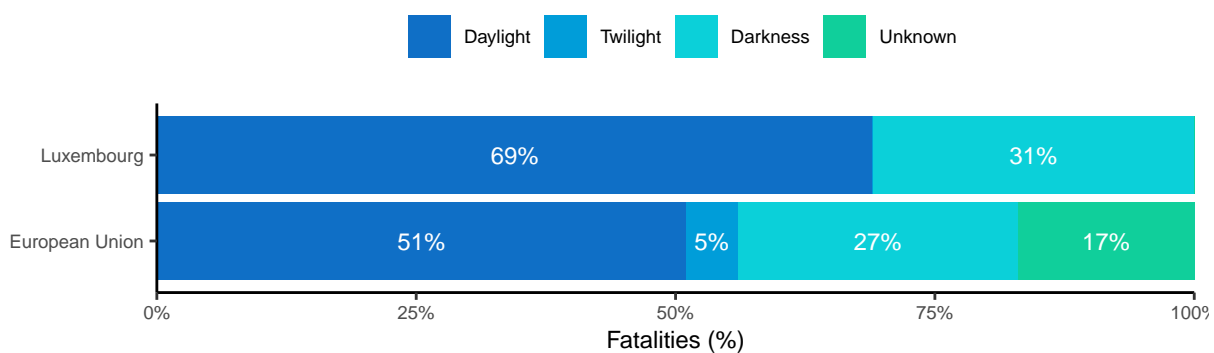
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Working week - daytime</b>	16	15	-6%	15,495	12,506	-19%
<b>Working week - night-time</b>	2	2	/	2,573	1,848	-28%
<b>Weekend - daytime</b>	8	7	/	6,383	4,974	-22%
<b>Weekend - night-time</b>	6	4	/	3,549	2,327	-34%
<b>Unknown</b>	0	/	/	4,226	562	/
<b>Total</b>	33	28	-15%	28,286	21,640	-23%

## 2.7 Road conditions

The majority of road fatalities occur on dry roads. This is the case for Luxembourg, as well as for the European Union as a whole. Regarding light conditions, one third of fatalities occur when it is dark, which is similar to the EU average.

**Figure 11.** Number of road fatalities by surface conditions (2020). Source: CARE**Table 14.** Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Dry</b>	18	18	+0%	21,101	16,582	-21%
<b>Snow, frost, ice, slush</b>	3	0	/	988	362	-63%
<b>Wet, damp</b>	11	8	/	5,638	4,328	-23%
<b>Other/unknown</b>	0	/	/	2,486	580	/
<b>Total</b>	33	28	-15%	28,286	21,640	-23%

**Figure 12.** Number of road fatalities by light conditions (2020). Source: CARE**Table 15.** Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Darkness</b>	14	10	/	8,922	6,275	-30%
<b>Daylight</b>	13	17	/	13,717	11,235	-18%
<b>Twilight</b>	2	1	/	1,499	1,156	-23%
<b>Unknown</b>	6	/	/	5,326	3,729	/
<b>Total</b>	33	28	-15%	28,286	21,640	-23%

### 3 Road safety performance indicators

#### 3.1 Behaviour of road users

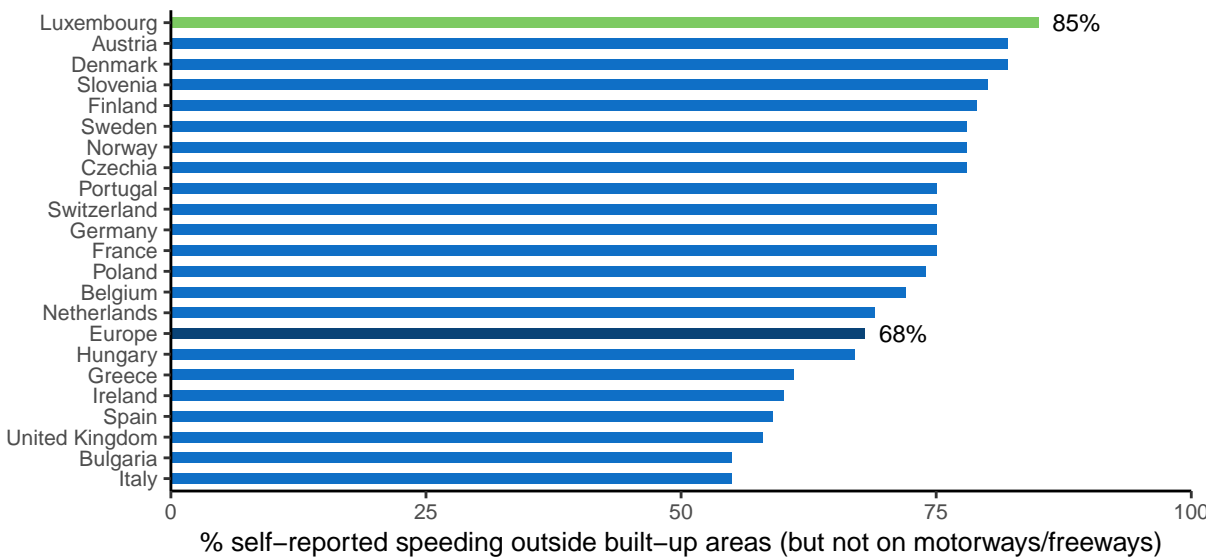
Most of the road safety performance indicators regarding behaviour that are currently available are based on self-reported behaviour. Luxembourg performs worse than the European average in relation to distracted driving. Moreover, Luxembourg has the highest scores in Europe for speeding and for drink-driving. On the other hand, the self-reported seatbelt wearing rate in the back is higher than the European average.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link<sup>3</sup>. For Bulgaria the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);

##### 3.1.1 Speeding

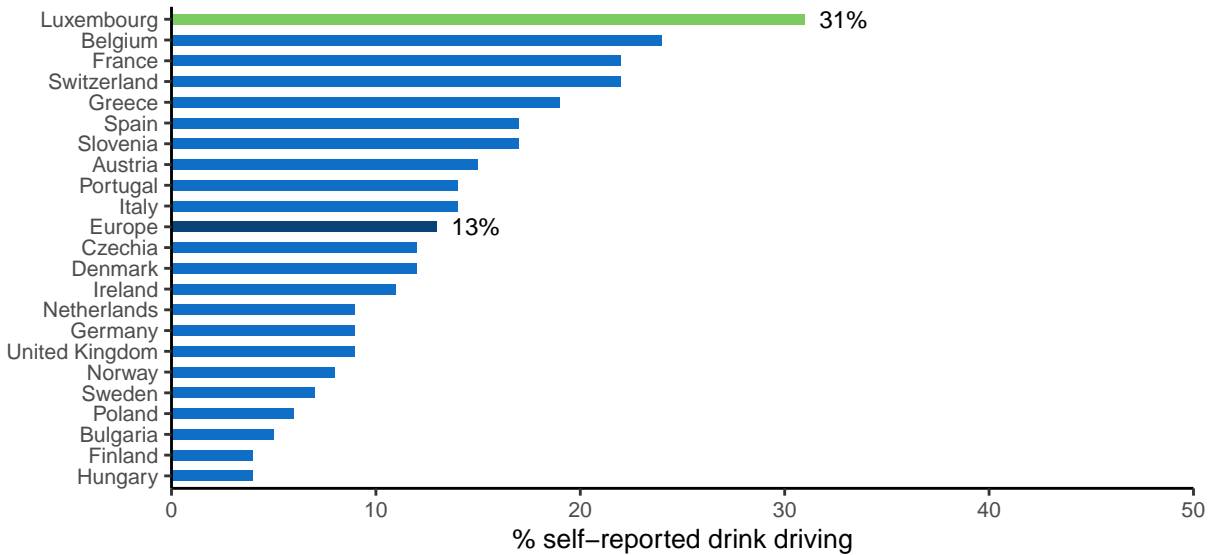
**Figure 13.** Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



<sup>3</sup><https://baseline.vias.be/>

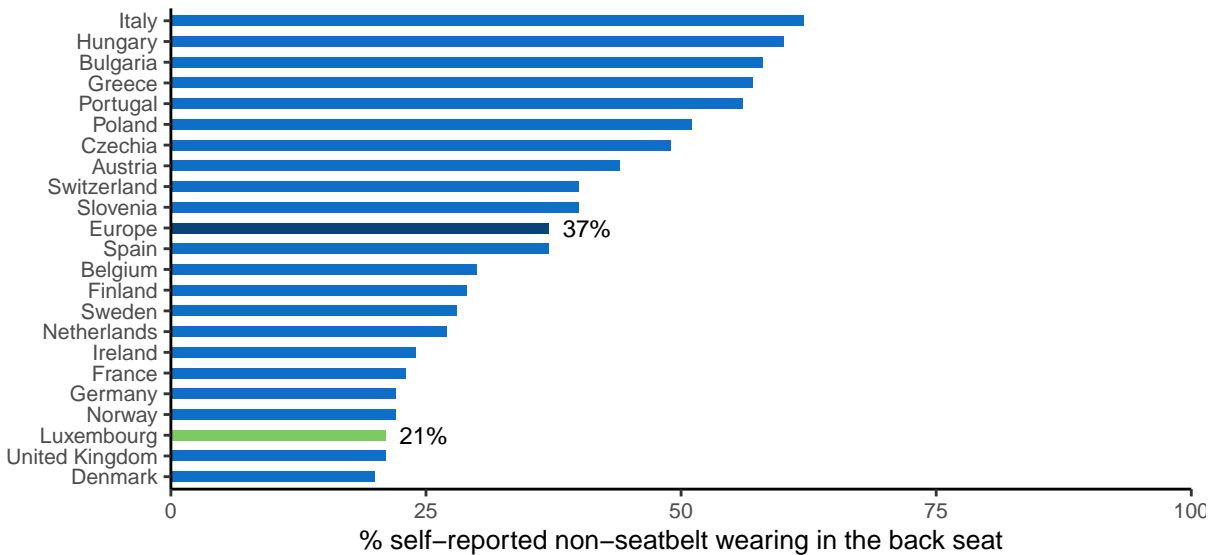
### 3.1.2 Driving under the influence

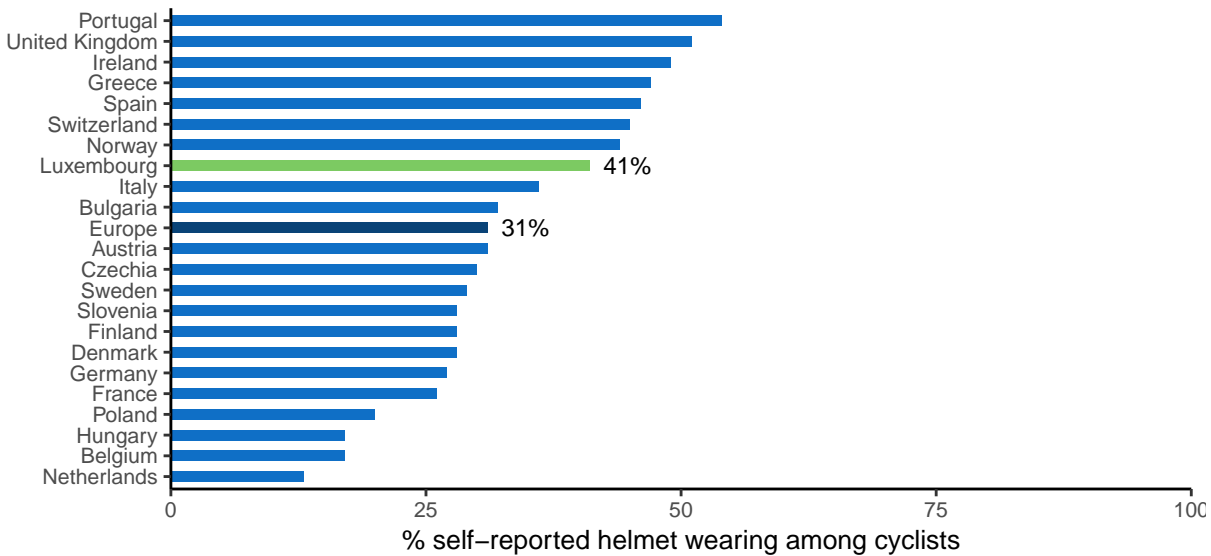
**Figure 14.** Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



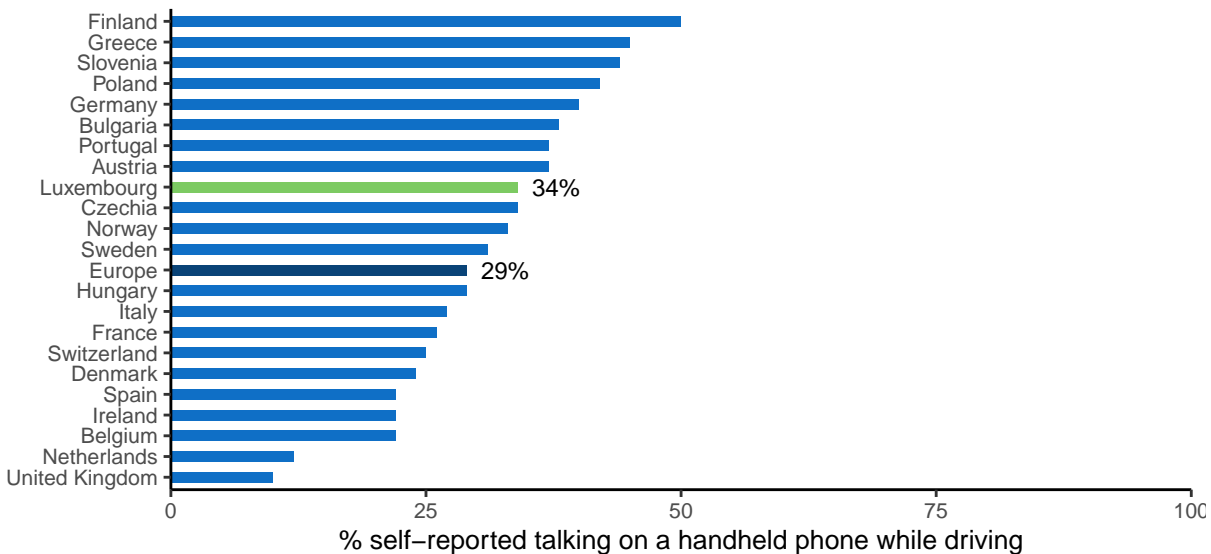
### 3.1.3 Use of protective systems

**Figure 15.** Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)



**Figure 16.** Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

### 3.1.4 Distraction

**Figure 17.** Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

## 3.2 Infrastructure

The overall road network in Luxembourg shows relatively high road density in comparison with the EU average. Especially motorway density is extremely high compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Luxembourg, a score of 5.5 (on a value scale from 1 to 7) is given, which is rather high compared to other countries.

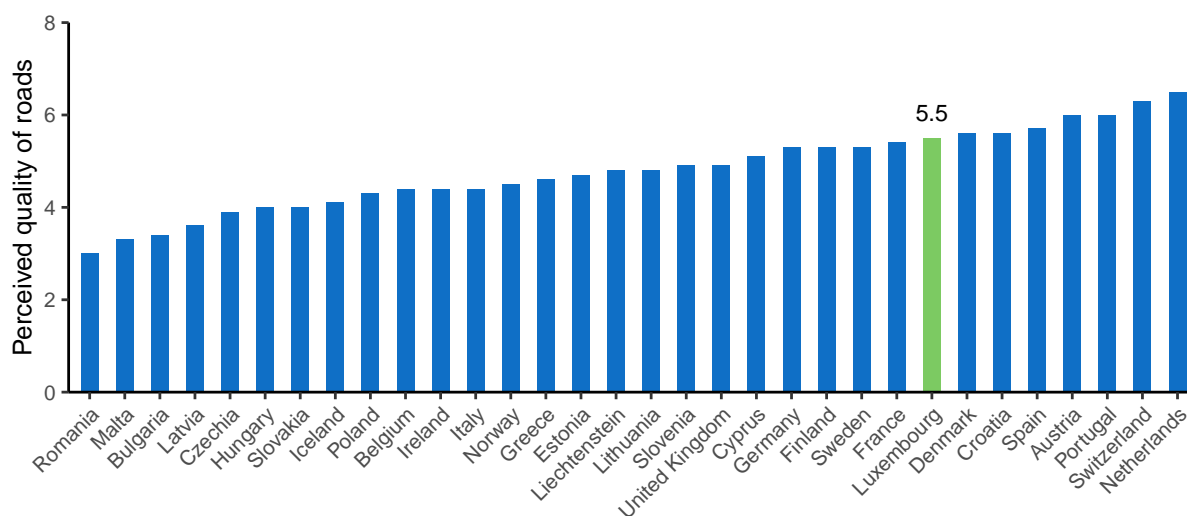
### 3.2.1 Road density

**Table 16.** Road density. Source: EUROSTAT (2020)

	Luxembourg	European Union
<b>Motorways</b>	64 km road/1000 km <sup>2</sup>	15 km road/1000 km <sup>2</sup>
<b>Total</b>	1187 km road/1000 km <sup>2</sup>	918 km road/1000 km <sup>2</sup>

### 3.2.2 Road quality

**Figure 18.** Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



### 3.3 Vehicle fleet

The size of the vehicle fleet in Luxembourg, expressed per 100 inhabitants, is larger than the EU average. Regarding the age of the vehicles, passenger cars appear to be considerably younger than the EU average, with only 24% passenger cars over 10 years.

**Table 17.** Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Luxembourg	European Union
<b>All vehicles (except trailers and motorcycles)</b>	78	64
<b>Total utility vehicles</b>	8	9
<b>Lorries</b>	7	7
<b>Road tractors</b>	1	1
<b>Motorcycles</b>	4	6
<b>Passenger cars</b>	69	56
<b>Motor coaches, buses and trolley buses</b>	0	0
<b>Special vehicles</b>	1	1



**Table 18.** Age of registered passenger cars. Source: EUROSTAT (2020)

	Luxembourg	European Union
<b>Percentage of total number of passenger cars</b>		
<b>Less than 2 years</b>	22%	11%
<b>From 2 to 5 years</b>	28%	15%
<b>From 5 to 10 years</b>	26%	20%
<b>From 10 to 20 years</b>	24%	41%
<b>Over 20 years</b>	/	12%

## 4 Road safety policy and measures

### 4.1 Legislation

National road safety legislation in Luxembourg generally reflects the situation in the majority of EU countries.

**Table 19.** National road safety legislation. Source: WHO (2018)

	Luxembourg	EU countries
<b>Speed limits for passenger cars</b>		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	130 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
<b>Allowed BAC (blood alcohol concentration) levels</b>		
General population	0.5 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
<b>Transport of children</b>		
Child restraint required	Up to 17 yrs / 150 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
<b>Motorcycle helmets</b>		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
<b>Mobile phone restriction</b>		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

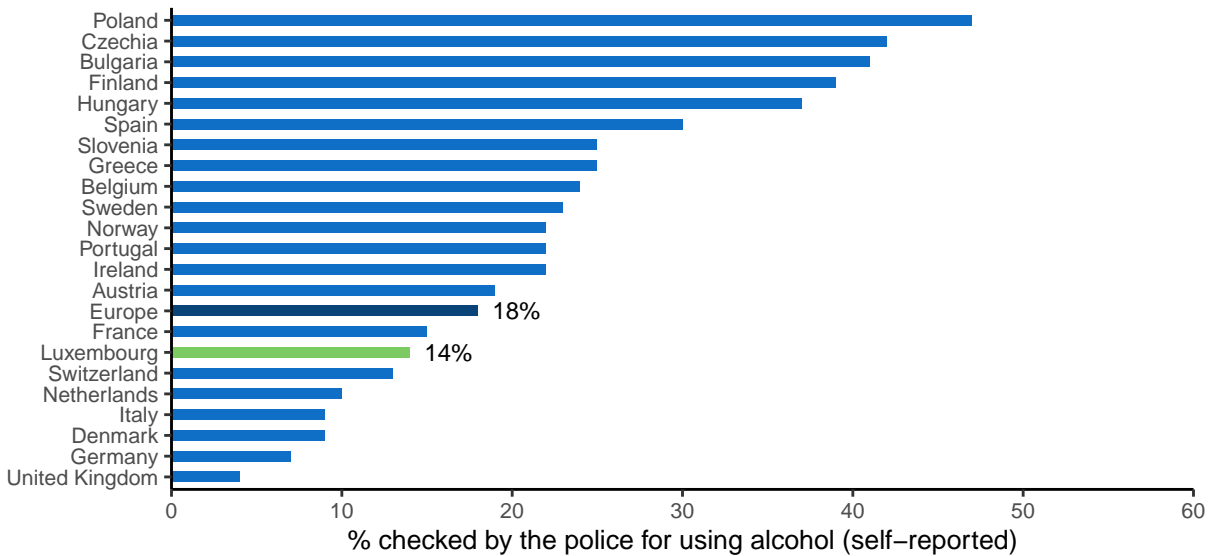
### 4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Luxembourg scores below the EU average for drink-driving legislation. Furthermore, both the self-reported frequency of alcohol checks and of drug checks is lower than the European average.

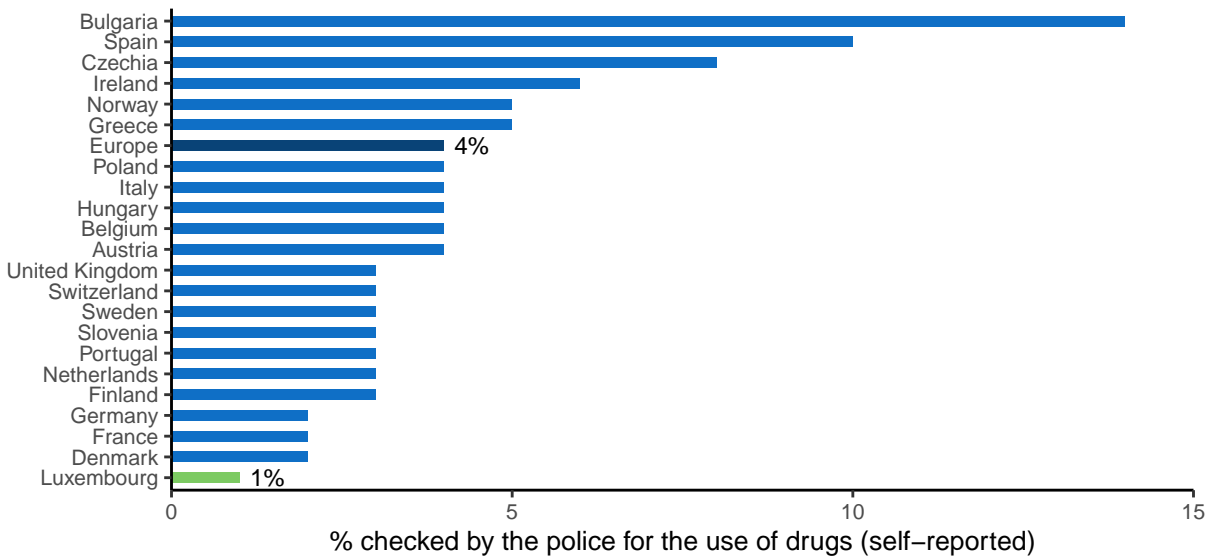
**Table 20.** Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Luxembourg	European average
<b>Speed legislation</b>	7	6.8
<b>Drink-driving legislation</b>	6	7
<b>Seatbelt legislation</b>	7	7
<b>Child restraint system legislation</b>	8	7
<b>Motorcycle helmet legislation</b>	10	8

**Figure 19.** Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)



**Figure 20.** Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



### 4.3 Road infrastructure

**Table 21.** Infrastructure-related policy. Source: WHO (2018)

	Luxembourg	EU countries
<b>Audits or star rating required for new road infrastructure</b>	Partial	Yes: 10 Partial: 17
<b>Inspections / star rating of existing roads</b>	Yes	Yes: 26 No: 1
<b>Design standards for the safety of pedestrians / cyclists</b>	Yes	Yes: 25 Partial: 2 No: 0
<b>Investments to upgrade high risk locations</b>	Yes	Yes: 21 No: 6
<b>Policies &amp; investment in urban public transport</b>	Yes	Yes: 24 No: 3
<b>Policies promoting walking and cycling</b>	Yes	Yes: 21 Subnational: 3 No: 3

### 4.4 Post-crash care

**Table 22.** Policy related to post-crash care. Source: WHO (2018)

	Luxembourg	EU countries
<b>Trauma registry</b>	Some facilities	National: 13 Subnational: 4 Some facilities: 0 None: 7
<b>National assessment of emergency care system</b>	No	Yes: 9 No: 18
<b>Provider training and certification - Prehospital providers - Formal certification pathway</b>	No	Yes: 19 No: 6
<b>Provider training and certification - Nurses - Post graduate courses in emergency and trauma care</b>	Yes	Yes: 21 No: 5
<b>Provider training and certification - Specialist doctors - Emergency medicine</b>	No	Yes: 21 Subnational: 0

## 5 Structure and culture

### 5.1 Country characteristics

Population density in Luxembourg is much higher than the EU average, and its population is mainly settled in suburbs, towns and rural areas. The percentage of elderly (65+) in the population (14%) is smaller than the EU average. Its GDP per capita is well above that of the European Union and the percentage of GDP that is dedicated to road spending is lower than the EU average (0.4%).

**Table 23.** Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Luxembourg
<b>Population-related data (2021)</b>		
Population (2021)	447218763	634730
Population density (inhabitants/km <sup>2</sup> )	106	245
% Children (0-14)	15%	16%
% Adults (15-64)	64%	69%
% Elderly (65+)	21%	15%
<b>Urbanization (2021)</b>		
% living in cities	39%	19%
% living in suburbs and towns	35%	47%
% living in rural areas	26%	34%
<b>Economic data</b>		
GDP per capita (EUR, 2021)	32438.4	113898.8
Unemployment rate (2021)	7%	5%
% GDP dedicated to road spending (2020)	0.7%	0.4%

### 5.2 Structure of road safety management

**Table 24.** Road safety management structure. Source: National sources

Key functions	Key actors
<b>Formulation of national road safety strategy</b>	Ministry of Mobility and Public works
<b>Monitoring of the road safety development</b>	Ministry of Mobility and Public works Police
<b>Improvements in road infrastructure</b>	Ministry of Mobility and Public works
<b>Improvement in vehicles</b>	Ministry of Mobility and Public works The Vehicle Inspection Centre (SNCT)
<b>Improvement in road user education</b>	Ministry of Mobility and Public works Centre de formation pour conducteurs à Colmar-Berg SNCT
<b>Publicity campaigns</b>	Ministry of Mobility and Public works Sécurité Routière (Road Safety prevention Association)
<b>Enforcement of traffic laws</b>	Ministry of Mobility and Public works Police grand-ducale
<b>Other relevant actors</b>	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)

**Table 25.** National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2019-2023	<a href="https://transports.public.lu/dam-assets/publications/20190513-plan-d-action-securite-routiere-2019-2023.pdf">https://transports.public.lu/dam-assets/publications/20190513-plan-d-action-securite-routiere-2019-2023.pdf</a>

### 5.3 Attitudes

**Table 26.** Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.  
Source: ESRA (2018)

	Luxembourg	European average	Ranking among European countries
<b>% of respondents that agree</b>			
<b>Speeding</b>			
I often drive faster than the speed limit	15%	12%	3/22
I will do my best to respect speed limits in the next 30 days	70%	71%	17/22
<b>Drink-driving</b>			
I often drive after drinking alcohol	2%	2%	8/22
I will do my best not to drive after drinking alcohol in the next 30 days	79%	76%	9/22
<b>Use of a mobile phone while driving</b>			
I often talk on a hand-held mobile phone while driving	9%	3%	1/22
I often check my messages on the mobile phone while driving	4%	4%	5/22
I will do my best not to use my mobile phone while driving in the next 30 days	76%	74%	9/22

## 6 Notes

### 6.1 Data sources

#### CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

#### ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

<https://www.esranet.eu/en/>

#### ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>

Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

#### IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/>

Date of extraction: 11th of October 2022

#### WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

[https://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2018/en/](https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/)

#### World Economic Forum

Data is retrieved from [https://www.theglobaleconomy.com/rankings/roads\\_quality/](https://www.theglobaleconomy.com/rankings/roads_quality/)

Date of extraction: 11th of October 2022

### 6.2 Definitions

#### Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

#### Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

**Bus or Coach**

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

**CARE EU Average and aggregated numbers**

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

**Fatal crash**

Crash with at least one person killed regardless the injury severity of any other persons involved.

**Fatalities**

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

**Lorry, under 3.5 tonnes**

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

**Pedestrian**

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

**Powered two-wheelers**

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

**Seriously injured (at least 30 days)**

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.



**Working week – Daytime**

Monday to Friday 6.00 a.m. to 9.59 p.m.

**Working week – Night-time**

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

**Weekend - Daytime**

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

**Weekend - Night-time**

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.