

Liechtenstein is a densely populated country with a high GDP per capita.

Structure and Culture

Basic Data

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

Basic data of Liechtenstein	EU average
- Population: 0,04 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 160 km ² (2015)[2] (0% water) (2015)[4]	159.678 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 5,7°C	5,1°C
- Average summer temperature (May to Oct.): 17°C	16,6°C
- Annual precipitation level: 947 mm	691,5 mm
- Exposure: not available	168.260 million vehicle km (2015)
- 0,95 vehicles per person (2014) [2]	0,57 (2015)

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

Country characteristics

Table 2: Characteristics of Liechtenstein in comparison to the EU average

Characteristics of Liechtenstein	EU average
- Population density: 234,3 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
15,1% children (0-14 years)	15,6% children
68,9% adults (15-64 years)	65,6% adults
16,0% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €67.800 (2015) [3]	€26.300 (2015)
- 14,3% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: mostly mountainous	

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

The Directorate for Road Safety within the Ministry of Infrastructure and Transport is dealing with road safety

Structure of road safety management

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Liechtenstein

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- The Ministry of Infrastructure, Environment and Sport
2. Monitoring of the RS development in the country	- information not available
3. Improvements in road infrastructure	- information not available
4. Vehicle improvement	- information not available
5. Improvement in road user education	- National Police: Dedicated road traffic education for youngster; they also operate road training centre
6. Publicity campaigns	- National Police
7. Enforcement of road traffic laws	- National Police
8. Other relevant actors	

Sources: national sources

Attitudes towards risk taking

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

Programmes and measures

Road safety strategy of the country

No information available.

National strategic plans and targets

No information available.

Table 5: Road safety targets for Liechtenstein

Year	Fatalities
	n/a

- Priority topics: No information available.

Road infrastructure

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

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	80
Motorways	no motorways in Liechtenstein

Source: EC DG-Move, 2017

- Special rules for: no information
- Guidelines and strategic plans for infrastructure: no information

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

Obligatory parts in Liechtenstein:	EU countries with obligation
Safety impact assessment: -	32%
Road safety audits: -	81%
Road safety inspections: -	89%
High risk site treatment: -	74%

Sources: IRTAD, 2015; DG-TREN, 2010; national sources

- Recent activities of road infrastructure improvement have been addressing: no information

Liechtenstein has a drink-driving limit of 0,8‰ for all road users, which is higher than the limit in most EU countries.

Traffic laws and regulations

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

Regulations in Liechtenstein [1]	Most common in EU (% of countries)
Allowed BAC¹ levels:	
- General population: 0,8‰	0,5‰ (61%)
- Novice drivers: 0,8‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,8‰	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 for speed lower than 20 km/h	Not obligatory (46%)

Sources: [1] EC DG-Move, 2017

Enforcement

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

Issue	Score for Liechtenstein	Most common in EU (% of countries)
Speed legislation enforcement	no information	7 (43%)
Seat-belt law enforcement	no information	7 (25%) and 8 (25%)
Child restraint law enforcement	no information	8 (39%)
Helmet legislation enforcement	no information	9 (50%)
Drink-driving law enforcement	no information	8 (43%)

Source: WHO, 2015

¹ Blood Alcohol Concentration

Road User Education and Training

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

Education and training in Liechtenstein	Most common in EU (% of countries)
General education programmes:	
- Primary school: no information	Compulsory (71%)
- Secondary school: no information	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 18 years for A1 category; 18 years for A2 category; 25 years for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: no information	21 years (89%)
- Lorries and trucks: no information	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

Public Campaigns

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

Campaigns in Liechtenstein	Most common issues in EU (% of countries)
Organisation:	
- National police	
Main themes:	
-	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 Liechtenstein, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months	Every 12 months (39%)
Motorcycles: -	Every 24 months (32%)
Buses or coaches: -	Every 12 months (61%)
Lorries or trucks: -	Every 12 months (68%)

Sources: EC website, national sources

Mandatory inspection periods for passenger cars are twice as long as the most common in the EU.

There is no information available on driving speed in Liechtenstein.

Road Safety Performance Indicators

Speed

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

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	n/a	n/a	-	94

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

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

Road type	2004	2013	Average annual change	EU average
Motorways	n/a	n/a	-	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

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

Road type	2004	2013	Average annual change	EU average
Motorways	n/a	n/a	-	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 Liechtenstein compared to the EU average

Measure	2007	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

There is no information available on drink-driving in Liechtenstein.

The car fleet in Liechtenstein is much newer than the EU average.

Vehicles

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

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 13,8%	<2 years: 10,5%
- 2 to 5 years: 24,1%	2 to 5 years: 12,5%
- 5 to 10 years: 30,6%	6 to 10 years: 26,0%
- >10 years: 31,5%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 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% ²

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Liechtenstein versus the average in EU

Protective systems	EU average ³
Daytime seat-belt wearing in cars and vans:	(2016)
- no information on % front ,	not available
- no information on % driver	91,6% driver
- no information on front passenger	92,4% front passenger
- no information on % rear	70,9% rear
- no information on % child restraints	not available
Helmet use:	
- no information on % powered two wheelers	not available
- no information on % cyclists	

Sources: IRTAD, 2015; national sources

There is no information available on protective system use in Liechtenstein.

² Based on data of 25 EU countries (excl. HR, LU and MT).

³ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

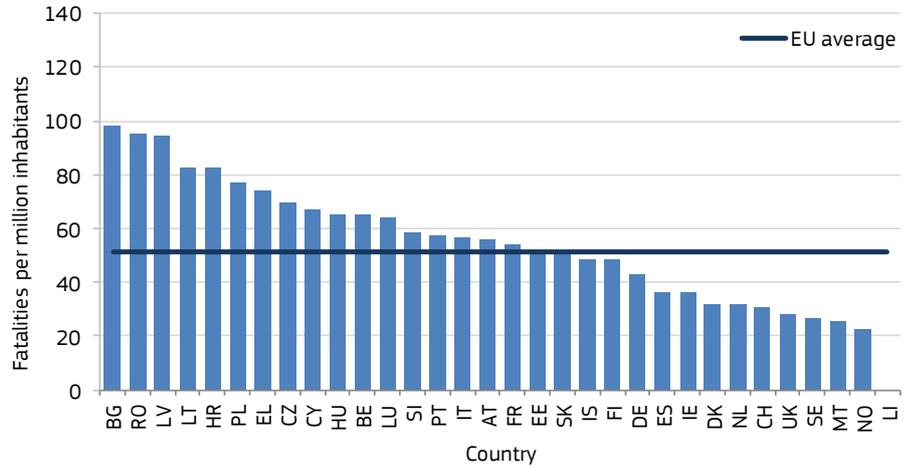
There were no fatalities in Liechtenstein in 2015.

Road Safety Outcomes

General positioning

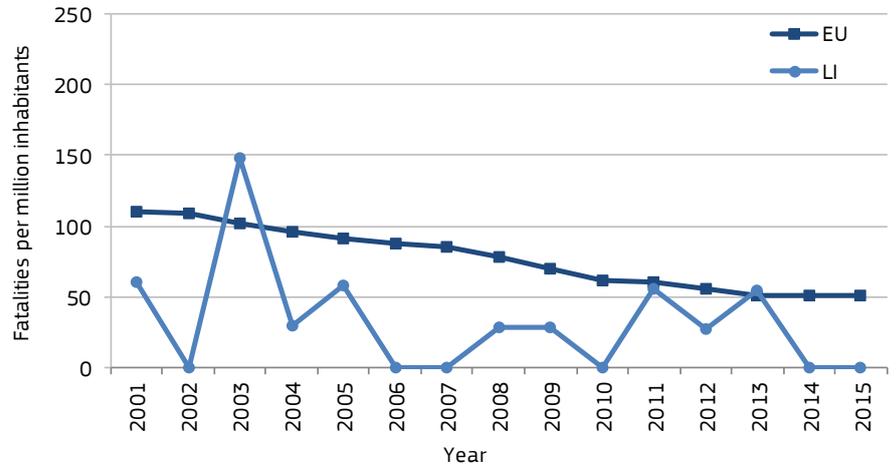
There were no fatalities in Liechtenstein in 2015.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Liechtenstein and the EU average



Sources: CARE, Eurostat

No information is available about fatalities by mode of road transport in Liechtenstein.

Transport mode

No information is available about fatalities by mode of road transport in Liechtenstein..

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

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	n/a	n/a	-	-	-
Car occupants	n/a	n/a	-	-	-
Motorcyclists	n/a	n/a	-	-	-
Mopeds	n/a	n/a	-	-	-
Cyclists	n/a	n/a	-	-	-
Bus/coach occupants	n/a	n/a	-	-	-
Lorries or truck occupants	n/a	n/a	-	-	-

Sources: CARE, national sources

Age, gender and nationality

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

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	n/a	n/a	-	-	-
15 – 17 years	n/a	n/a	-	-	-
18 – 24 years	n/a	n/a	-	-	-
25 – 49 years	n/a	n/a	-	-	-
50 – 64 years	n/a	n/a	-	-	-
65+ years	n/a	n/a	-	-	-
Males					
0-14 years	n/a	n/a	-	-	-
15 – 17 years	n/a	n/a	-	-	-
18 – 24 years	n/a	n/a	-	-	-
25 – 49 years	n/a	n/a	-	-	-
50 – 64 years	n/a	n/a	-	-	-
65+ years	n/a	n/a	-	-	-
Nationality of killed person					
National	n/a	n/a	-	-	-
Non-national	n/a	n/a	-	-	-

Sources: CARE, national sources

No information is available about fatalities by age, gender and nationality in Liechtenstein.

No information is available about fatalities by location in Liechtenstein.

Location

No information is available about fatalities by location in Liechtenstein.

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

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	n/a	n/a	-	-	38%
Rural areas	n/a	n/a	-	-	54%
Motorways	n/a	n/a	-	-	7%
Junctions	n/a	n/a	-	-	19%

Sources: CARE, national sources

Lighting and weather conditions

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

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	n/a	n/a	-	-	49%
During night-time	n/a	n/a	-	-	30%
Weather conditions					
While raining	n/a	n/a	-	-	9%

Sources: CARE, national sources

Single vehicle accidents

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

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	n/a	n/a	-	-	-

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

No data available.

Social Cost

No data available.

There is no data on details of
fatal accidents in
Liechtenstein.

Synthesis

Safety position

- In 2015, there were no fatalities in Liechtenstein.

Scope of problem

- There is no data on details of fatal accidents in Liechtenstein.

Recent progress

- The fatality rate of Liechtenstein is subject to substantial fluctuation due to the country's small accident figures.
- The vehicle fleet in Liechtenstein is much newer than the EU average.

Remarkable road safety policy issues

- Traffic rules in Liechtenstein are similar to those of most EU countries.
- Liechtenstein has a drink-driving limit of 0,8‰ for all road users, which is higher than the limit in most EU countries.

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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

3. Data available in September 2017.

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

[aac = (b/a)^{1/n}-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 2017 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:

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