



Road Safety Country Overview



Liechtenstein



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 (2015)[2] | 18,1 million (2015) |
| - Area: 160 km ² (2015)[2] (0% water) (2015)[4] | 159.663 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 | 6,5°C |
| - Average summer temperature (May to Oct.): 17°C | 17,8°C |
| - Annual precipitation level: 947 mm | 651 mm |
| - Exposure: not available | 122,4 billion vehicle km (2014) ¹ |
| - 0,95 vehicles per person (2014) [2] | 0,62 (2014) |

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 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) | 65,5% 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] | 73,3% (2015) |
| - Special characteristics [4]: mostly mountainous | |

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

¹ Based on the average of 24 EU countries.

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, 2016

- 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 BAC² 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

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

² 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: no information | 18 years (79%) |
| - Motorised two wheeler: no information | 18 years (low categories) and higher ages (32%) |
| - Buses and coaches: no information | 21 years (86%) |
| - Lorries and trucks: no information | 21 years (75%) |

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

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 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 (2010) [1]: | Passenger cars (2010) |
| - ≤ 2 years: 15% | ≤ 2 years: 10% |
| - 3 to 5 years: 24% | 3 to 5 years: 17% |
| - 6 to 10 years: 33% | 6 to 10 years: 26% |
| - >10 years: 29% | >10 years: 47% |
| 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% ³ |

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

Protective systems

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

| Protective systems | EU average ⁴ |
|---|-------------------------|
| Daytime seat-belt wearing in cars and vans: | (2015) |
| - no information on % front , | 89,7% front |
| - no information on % driver | not available |
| - no information on front passenger | not available |
| - no information on % rear | 69,5% 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.

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

⁴ 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)

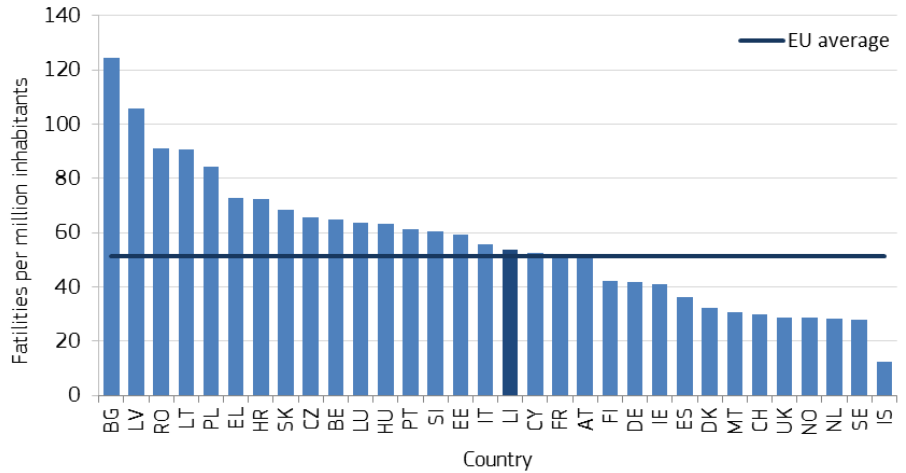
Road Safety Outcomes

General positioning

The fatality rate of Liechtenstein is currently at EU average (around 54 fatalities per million population in 2014), however, the rate is subject to large fluctuation through the years due to small fatality figures.

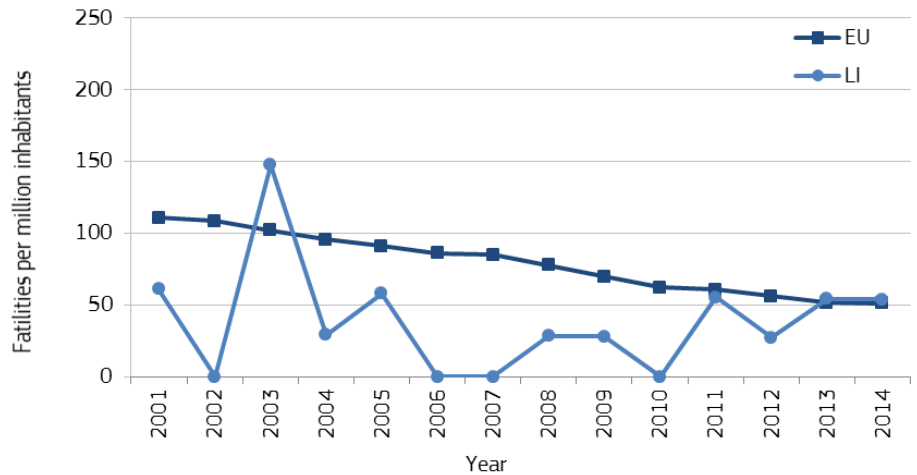
The fatality rate of Liechtenstein is currently at EU average; however, the rate is subject to large fluctuation due to small fatality figures.

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 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 | 2014 | Average annual change | Share in 2014 | EU average (2014) |
|----------------------------|------|------|-----------------------|---------------|-------------------|
| 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 | 2014 | Average annual change | Share in 2014 | EU average (2014) |
|--|------|------|-----------------------|---------------|-------------------|
| 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 driver or rider killed | | | | | |
| 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 | 2014 | Average annual change | Share in 2014 | EU average (2014) |
|----------------|------|------|-----------------------|---------------|-------------------|
| 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 | 2014 | Average annual change | Share in 2014 | EU average (2014) |
|-----------------------------|------|------|-----------------------|---------------|-------------------|
| 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 | 2014 | Average annual change | Share in 2014 | EU average (2014) |
|--------------------------|------|------|-----------------------|---------------|-------------------|
| 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

- The fatality rate of Liechtenstein is currently at EU average (around 54 fatalities per million population in 2014).

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.

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.

References

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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 2016.

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 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:

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