



# LUXEMBOURG

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Luxembourg recorded 26 road fatalities in 2020 – an increase of 4 deaths on the year prior. Due to Covid-19 pandemic restrictions, there was less traffic in March and April 2020. The figure for 2019 is the lowest annual fatality total on record. The Luxembourgish government remains committed to the Vision Zero philosophy as the basis for its road safety policy.

## Road safety management and strategy

Surrounded by larger countries, Luxembourg has a high share of transit traffic that includes many heavy goods vehicles. Approximately 43% of Luxembourg's workforce commute from Belgium, Germany or France, making Luxembourg the most common destination for cross-border commuters in the EU in 2020.

The high proportion of cross-border inbound commuters is reflected in the high volume of outbound traffic during the evening rush hour. As a result, most crashes happen between 5-7 p.m. when commuters are on their way home from work.

Despite an increase in traffic, road safety has improved significantly due to essential measures, including:

- the adoption of a Vision Zero safety strategy
- a reduction in speed limits, associated with awareness and enforcement campaigns
- awareness campaigns designed to promote respect for all road users, especially vulnerable ones.

### Luxembourg: Quick facts

**Population:** 0.6 million

**GDP per capita:** USD 117 015

**Road network:** 2 914 km

- motorways: 6%

**Registered motor vehicles:** 0.5 million

- cars: 84%
- goods vehicles: 9%
- motorcycles: 5%

### Speed limits:

- urban roads: 20/30/50 km/h
- rural roads: 70/90/110 km/h
- motorways: 130 km/h (110 km/h in rain)

### Limits on Blood Alcohol Content:

- general drivers: 0.5 g/l
- professional drivers: 0.2 g/l
- novice drivers: 0.2 g/l

**Road fatalities:** 26

- pedestrians: 15%
- cyclists: 12%
- car occupants: 35%
- motorcyclists: 27%
- other: 12%

**Road fatalities per 100 000 population:** 4.2

**Road fatalities per 10 000 vehicles:** 0.5

All data 2020 unless otherwise stated.

Responsibility for road safety in Luxembourg lies with the Department of Transport in the Ministry of Sustainable Development and Infrastructure.

The government of Luxembourg uses the Vision Zero framework to shape its road safety policy. In this context, the government adopted a National Charter for Road Safety in 2015. The charter sets zero fatalities and serious injuries on Luxembourg's roads as a long-term target.

To highlight the priority status of road safety policy, the Ministry of Transport launched Luxembourg's first National Day of Road Safety on 26 September 2016 as part of the National Road Safety Action Plan.

Luxembourg adopted the EU target to halve the number of annual road fatalities by 2020 against a 2010 baseline. The government defined its target by analysing the reasons and circumstances under which fatal and serious injury crashes occur. To meet the EU target, there should be no more than 16 fatalities by 2020. The already low number of road fatalities in Luxembourg in 2010 (32 deaths) makes it particularly challenging to meet this target. For the UN Decade of Action for Road Safety 2021-2030, Luxembourg also adopted the EU target to halve fatalities and seriously injured by 2030 compared to 2020.

## Latest road safety measures

In December 2021, the Ministry of Mobility and Public Works re-launched the "*Zesummen ënnerwee*" awareness campaign to promote respectful interaction between cyclists and pedestrians and make cyclists and pedestrians aware of the importance of simple gestures and practices in public spaces to avoid traffic conflicts.

As part of the fight against road insecurity, the radar section in the Markusberg tunnel on the Sarre-A13 motorway entered into service in December 2021.

In November 2021, the Ministry of Mobility and Public Works and the Road Safety Association launched a new awareness campaign to increase understanding between road users. It aims to remind people of the importance of simple actions and gestures in public spaces to guarantee everyone's safety.

In July 2021, as part of the National Road Safety Plan, the first red light radar in Luxembourg was installed and has been in a test phase since October 2020 at Place de l'Étoile in Luxembourg City.

In April 2019, the Ministry of Mobility and Public Works presented a motorcycle action plan featuring 13 security measures. The primary approach is fighting excessive speed. Other important measures are securing dangerous zones by slides, organising the fourth "Fit Your Bike Day" and increasing social media use to establish relationships with foreign motorcyclists.

At the same time, the Ministry and the police, in collaboration with Road Safety Luxembourg and the Administration for Bridges and Roadways, announced a new safety campaign targeting motorcyclists under the slogan "*D'Strooss ass keng Rennstreck*" ("The road is no racetrack"). The objective is to raise awareness for the fatal risk of excessive



speed and increase acceptance that not adapting driving behaviour to circumstances and road conditions can have serious, even fatal, consequences.

On 1 May 2018, Luxembourg introduced new road signs and new regulations for cyclists. The new rules establish a minimum passing distance of 1.5 m and allow children up to 12 years to cycle on the pavement (together with an accompanying adult).

Following an increase in the number of motorcyclists killed, the Minister of Transport decided in 2018 to implement new actions, including road signs indicating dangerous segments for motorcyclists and awareness campaigns on the conditions of vehicles.

A new radar section was installed between Waldhof and Gonderange in mid-June 2020.

A pilot project on the N25 between Wilts and Kautenbach to improve motorcyclists' safety introduced specific markings encouraging motorcyclists to keep a safe distance from the centre line. In addition, new signs on road sections with high volumes of motorcycle traffic warn riders of a hazardous segment of their journey.

Installation of motorcycle guardrails has continued. In 2018, about 8 km of guardrails were installed.

Luxembourg's Public Roads Administration chaired a working party dealing with all relevant questions related to infrastructure safety. Road safety audits are in place to improve safety on specific road network sections, particularly those with the most crashes.

## Safety performance indicators

### Speed

Inappropriate speed is one of the leading causes of road crashes. In 2020, speeding was the presumed contributing factor for 38% of fatal crashes and 31% of crashes in Luxembourg that resulted in serious injuries.

Luxembourg's Ministry of Mobility and Public Works allows and supports local authorities to lower the speed limit to promote the creation of attractive public spaces for pedestrians and cyclists. Speed limits can be reduced from 50 km/h to 30 km/h or less on local roads and state-owned roads inside their jurisdictional areas. This requires that all structural traffic-calming measures are implemented.

### Drink-driving

According to estimates, drink driving was the primary cause of 8% of fatal crashes and 16% of crashes resulting in serious injuries in 2020. However, the small total number of road fatalities must be considered.

In Luxembourg, the maximum authorised blood alcohol content (BAC) is 0.5 g/l for general drivers and 0.2 g/l for novice and professional drivers. The Grand Duchy defines an alcohol-related crash as an injury crash where at least one of the involved drivers or pedestrians has a BAC above 0.5 g/l.

Driving with a breath alcohol concentration (BrAC) over 0.35 mg/l is penalised by the withdrawal of 4 points and while driving with a BrAC over 0.55 mg/l by 6 points.

### **Drugs and driving**

In 2020, no fatal crash injuries involved drivers with drug levels higher than the authorised level. However, drugs were involved in 8% of crashes resulting in serious injuries.

The maximum blood drug content authorised for the following drugs in Luxembourg is 2 ng/ml for THC; 20 ng/ml for morphine and 50 ng/ml for amphetamine, methamphetamine, MDMA, MDA, cocaine and benzoylecgonine.

### **Use of mobile phones while driving**

Distraction or inattention is the second most-observed contributing factor to accidents after speed. Using hand-held phones while driving is forbidden in Luxembourg. The use of hands-free devices while driving has been authorised since 2009. A new law with tougher sanctions has been in force since April 2015. It also covers the use of laptops and tablets while driving. Making phone calls while driving is a growing concern, yet smartphones' expanding communication functions are an even more significant issue. Multiple road safety actors in Luxembourg have stepped up awareness campaigns to combat the dangers of distracted driving.

### **Seat belt and helmet use**

Seat belt use has been compulsory in front seats in Luxembourg since 1975 and rear seats since 1992. The use of child restraints has been mandatory since 1992. In 2015, seat belt use in passenger cars reached 90% in the front seat and 76% in rear seats. In 2020, two people killed and eight seriously injured were not wearing seat belts at the moment of the crash.

Helmets have been compulsory for all motorcycle and moped riders since 1976. The compliance rate is not available for Luxembourg but is estimated at close to 100%.

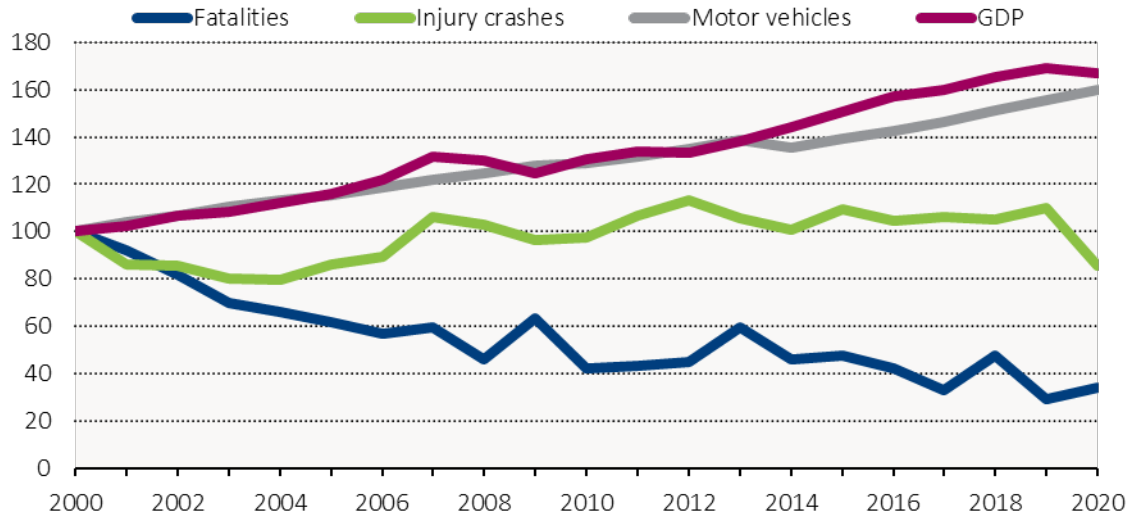
## Road safety data for Luxembourg at a glance

### Long-term road safety trends for Luxembourg

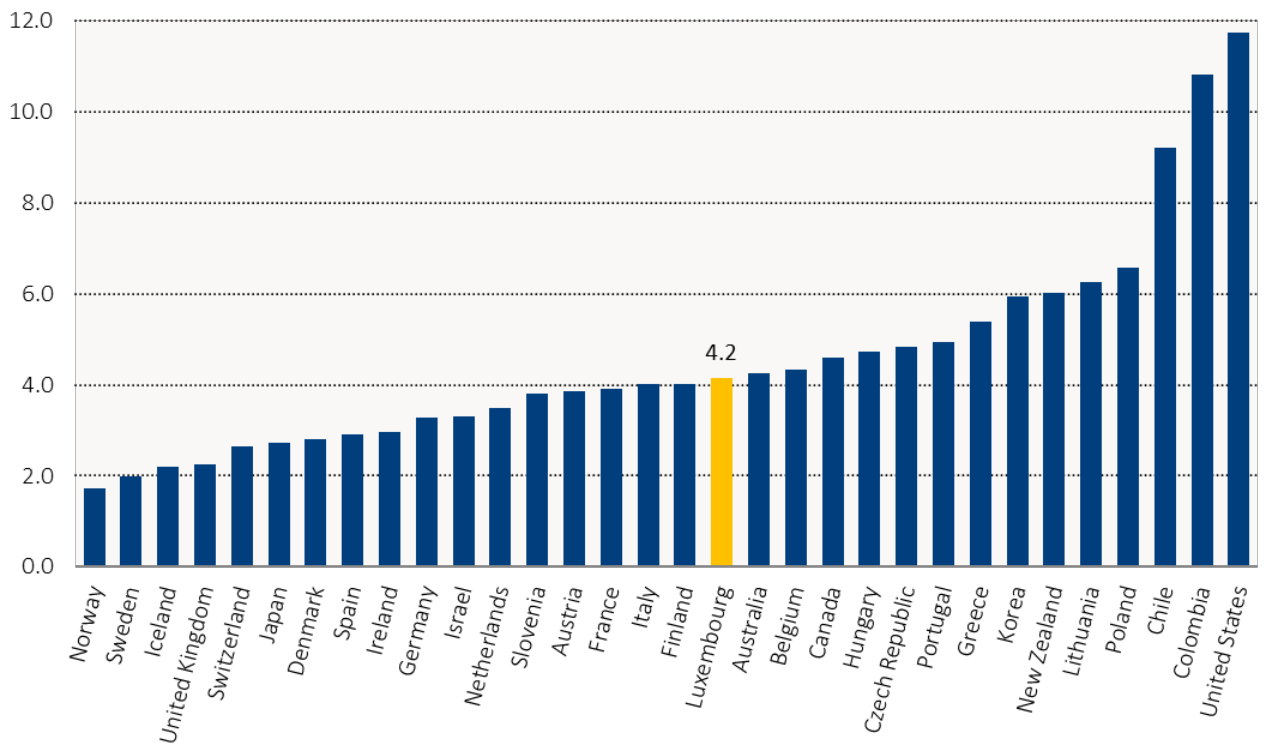
	1990	2000	2010	2018	2019	2020	2020 % change over			
							2019	2010	2000	1990
<b>Reported safety data</b>										
Fatalities	71	76	32	36	22	26	18.2	-18.8	-65.8	-63.4
Injury crashes	1 216	901	876	947	988	771	-22.0	-12.0	-14.4	-36.6
Injured persons hospitalised	556	400	266	273	248	217	-12.5	-18.4	-45.8	-61.0
Deaths per 100 000 population	18.7	17.5	6.4	6.0	3.6	4.2	15.9	-34.8	-76.3	-77.8
Deaths per 10 000 registered vehicles	3.3	2.4	0.8	0.7	0.4	0.5	15.0	-34.4	-78.6	-84.6
<b>Fatalities by road user</b>										
Pedestrians	10	11	1	3	2	4	Figures are too small to make meaningful comparison			
Cyclists	1	1	1	3	0	3				
Moped riders	0	0	0	0	1	3				
Motorcyclists	8	8	1	9	3	4				
Passenger car occupants	51	53	27	19	16	9				
Other road users	1	3	2	2	0	3				
<b>Fatalities by age group</b>										
0-14 years	4	3	0	1	0	0	Figures are too small to make meaningful comparison			
15-17 years	2	1	0	1	0	2				
18-20 years	11	5	6	6	1	2				
21-24 years	8	11	4	3	5	0				
25-64 years	34	45	19	22	14	17				
65-74 years	..	3	1	1	2	3				
≥ 75 years	..	7	2	2	0	2				
<b>Fatalities by road type</b>										
Urban roads	..	20	3	1	3	5	Figures are too small to make meaningful comparison			
Rural roads	..	47	22	26	16	15				
Motorways	..	9	7	9	3	6				
<b>Traffic data</b>										
Registered vehicles (thousands)	214	319	411	482	496	510	2.8	23.9	59.9	138.3
Registered vehicles per 1 000 population	564.2	735.5	819.5	800.7	808.5	814.5	0.7	-0.6	10.7	44.4

### Evolution of road fatalities, injury crashes, motorisation, traffic and GDP in Luxembourg, 2000-20

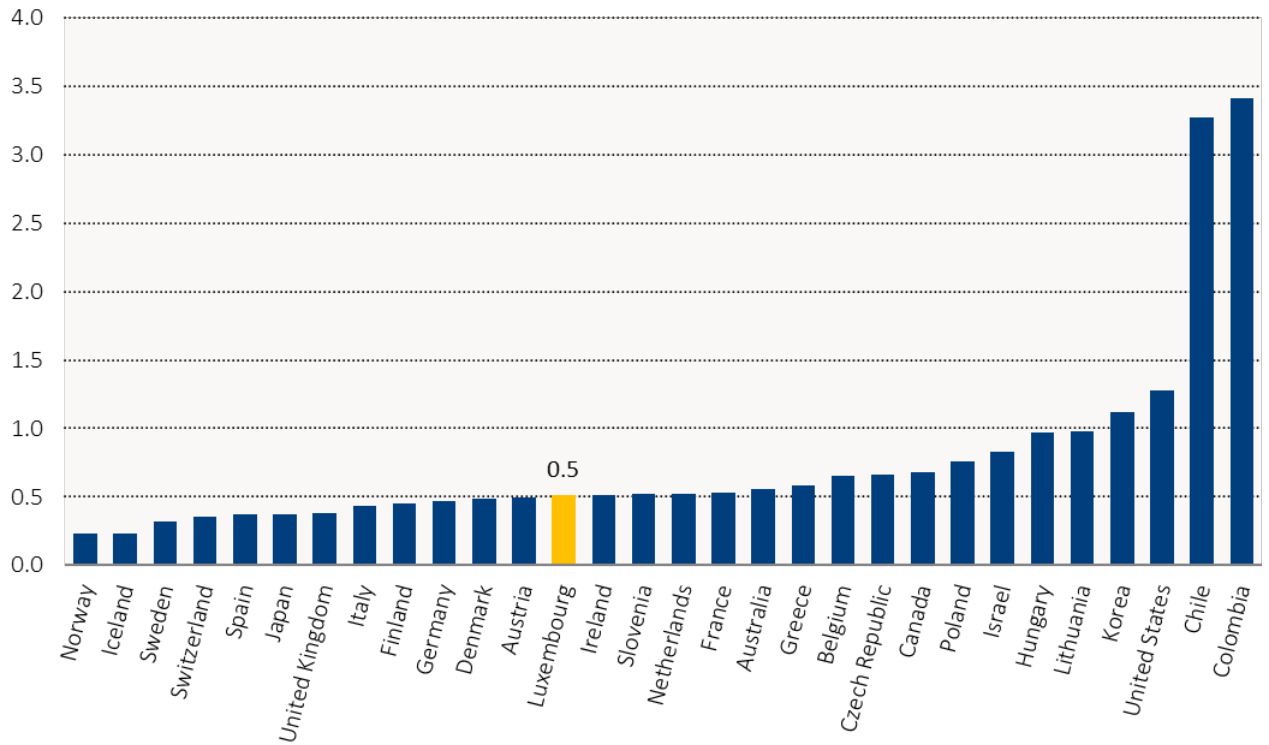
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### Road fatalities per 100 000 inhabitants in Luxembourg in comparison with IRTAD countries, 2020

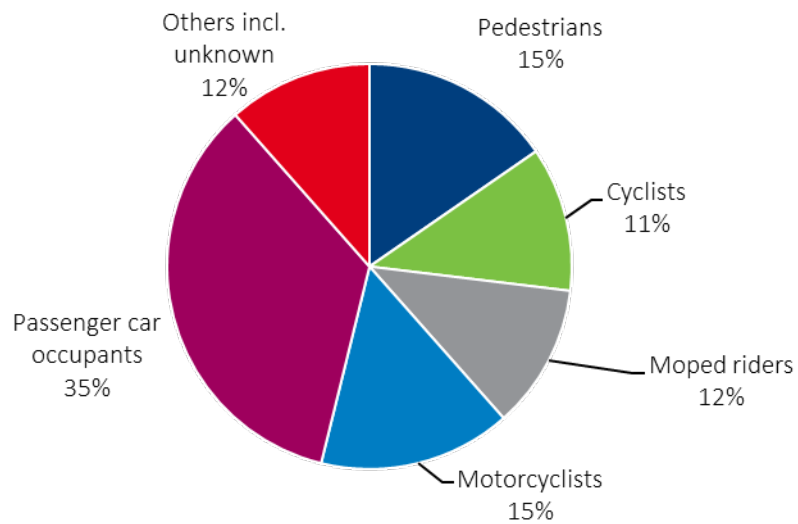


**Road fatalities per 10 000 vehicles in Luxembourg in comparison with IRTAD countries, 2020**

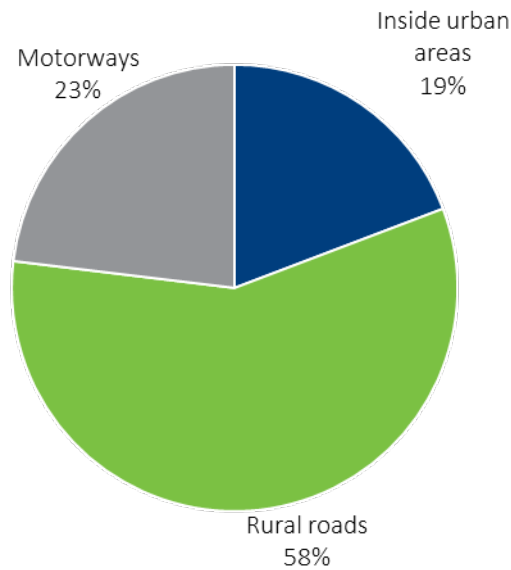


Note: in Belgium, Denmark, Germany and Hungary registered vehicles do not include mopeds.

**Road fatalities in Luxembourg by user category, 2020**





**Road fatalities in Luxembourg by road type, 2020**

**Seat belt and helmet wearing rates**  
Percentages

	2015
<b>Front seats</b>	
General (driver + passenger)	90
<b>Rear seats</b>	
General	76

## Research and resources

### Publications

Action plan for road safety: <https://gouvernement.lu/dam-assets/documents/actualites/2019/05-mai/Plan-d-actionsecurite-routiere.pdf>.

### Websites

Road Safety Luxembourg: <https://www.securite-routiere.lu/>.

Ministry of Sustainable Development and Infrastructure: <http://www.mt.public.lu/>.

STATEC: <http://www.statistiques.public.lu/fr/index.html>.

Ministry of Mobility and Public Works: <https://mmtg.gouvernement.lu/en.html>.

## Definition, methodology, data collection

Luxembourg defines a road fatality as a person who died immediately or within 30 days of a crash. A serious injury is defined as an injury causing a person to be hospitalised for at least 24 hours; a slight injury is an injury requiring less than 24 hours of hospitalisation.

Luxembourg is currently not using the Maximum Abbreviated Injury Scale of three or more (MAIS3+) to define serious injuries. However, the Ministry of Health, the Ministry of Transport and hospitals are working towards this objective.

In Luxembourg, crash data are collected by the police at the scene of crashes. The national statistical institute STATEC consolidates the data at the national level. STATEC also compiles a list of fatal crashes reported in general media. This list is used to double-check the number of deadly crashes.