

## General exposure data for 2005

Area of State (in sqkm)	41'528	
Home population (in 1000)	16'334	
Total network length of all public roads (in km)	138'282	
Number of motor vehicles (in 1000)	8'716	rate 53,4% of population
Number of motorcycles + moped (in 1000)	553	rate 3,3% of population
Number of passenger cars and station wagons (in 1000)	7'092	rate 43,4% of population

## Serious injured persons and fatalities on the roads (2005)

All Fatalities	817	(2000 → 2005) ↓ 30%
Pedestrian fatalities in general	75	
• Pedestrian fatalities on pedestrian crossings	10	(2002 → 2005) ↓ 50%
• Pedestrian fatalities outside pedestrian crossings	65	(2002 → 2005) ↓ 16%
Pedestrian fatalities / all Fatalities	9,2%	

All serious injured persons	17'680	(2000 → 2005) ↓ 5%
Seriously injured pedestrian in general	625	
• Seriously injured pedestrian on p.crossings	108	(2002 → 2005) ↓ 9%
• Seriously injured pedestrian outside p.crossings	517	(2002 → 2005) ↑ 11%
Seriously injured pedestrian / All serious injured persons	3,5%	

## Road traffic rules on pedestrian crossings

The national laws describe the driver obligations and pedestrian obligations. This synthesis treats only the case of zebra crossings and not signalled controlled crossings !

**The driver** is required to pay a special attention when approaching a p. crossing and he should give way to pedestrians and to drivers of a vehicle for disabled, who are crossing or obviously have the intention to cross the street on a pedestrian crossing (mandatory). The guiding principles, which define the right way to apply the laws, describe visibly in which **mandatory** conditions the pedestrian has the priority but no mention is given about slowing down when approaching a pedestrian crossing. No details are given regarding the taking into account of different types of pedestrian who may use other kinds of vehicles such as kickboard users, in-line skaters, etc...

Since 1999, the penalty in case of disrespect of these rules is 130 EUR.

**The required pedestrian behaviour** on pedestrian crossings is not obviously specified either in the national laws or in the guiding principles. In particular, there is no mention regarding a special need of carefulness before crossing the road at a pedestrian crossing. Only the right of way for pedestrians is indicated with some exception (see special cases and limitations).

### Special cases and limitations:

Visually impaired people with their white cane have the priority everywhere (on and outside pedestrian crossings) except for some cases as mentioned below.

Military vehicles in column and police, ambulance and firebrigade vehicles when showing flash lights and/or using their signals have an absolute priority.