

06

AWARENESS AND TRAINING

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**VISION
ZERO** RISKS
ACCIDENTS
DEATHS



LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Driving licence



In the Grand Duchy of Luxembourg, all drivers of motor vehicles must hold a valid driving licence for the vehicle category they are using. The Highway Code defines 15 categories for driving licences.

The points-based driving licence applies to all drivers travelling on the roads of the Grand Duchy. Some offences may concern the driver, whether professional or not, but also the owner or keeper of the vehicle.

All driving licences are initially issued with 12 points. Depending on the type of offence, the number of points removed varies from 2 to 6. It is, however, not possible to lose all points in one go. A maximum number of 6 points can be removed and this can go up to 8 if at least one of the offences committed is a criminal offence.

Examples of offences and points lost when driving a vehicle which requires a driving licence:

Description	Points
The owner/keeper of a vehicle or holder of a vehicle registration certificate drives or tolerates a motor vehicle or trailer without civil liability being covered.	4
The owner/keeper of a vehicle or holder of a vehicle registration certificate drives or tolerates a motor vehicle or trailer that is not lawfully registered or covered by a valid roadworthiness certificate.	2

A		AM
		A1
		A2
		A
B		B
		BE
C		C
		C1
		CE
		C1E
D		D
		D1
		DE
		D1E
F		F

Driving licence



What happens when you lose points?

The initial 12 points are reinstated after 3 years if no offence causing a loss of points is committed during this period. It is also possible to recover 3 points by attending a one-day training course at the Driver Training Centre (CFC) in Colmar-Berg.

Any withdrawal or restitution of points is communicated to the offender by the transport secretary.

If all 12 points are lost, the right to drive is suspended. The suspension is effective for a period of 12 months. Before the licence can be reinstated, a six-day training course must be completed at the Driver Training Centre. The aim of this course is to raise participants' awareness of the dangers of road traffic and strengthen their sense of responsibility as drivers.

For a driver who loses all 12 points for the second time within 3 years of the end of a first suspension, the suspension period is doubled to 24 months.

Unlike a judicial driving ban or an administrative licence withdrawal, the suspension of the right to drive under the points-based licence system does not allow for the effects of the measure to be adjusted, for example to consider professional needs.

Beware of immediate withdrawal of your driving licence:

Your driving licence will be immediately withdrawn by the police for a maximum period of 8 days, excluding Saturdays, Sundays and public holidays, in the event of:

- **Drunk driving** [blood alcohol level of at least 1.2‰];
- **Refusal** to submit to testing for legal or illegal drugs use;
- **Exceeding speed limits** by more than 50% of the maximum authorised speed, on condition that the limit is exceeded by at least 40 km/h.

In addition, a judge hearing one or more cases involving traffic offences on any public road or criminal offences or crimes committed in conjunction with such offences may impose a longer driving ban. This **driving ban** may range from 8 days to one year for minor offences and from 3 months to 15 years for criminal offences or crimes.

Defensive driving



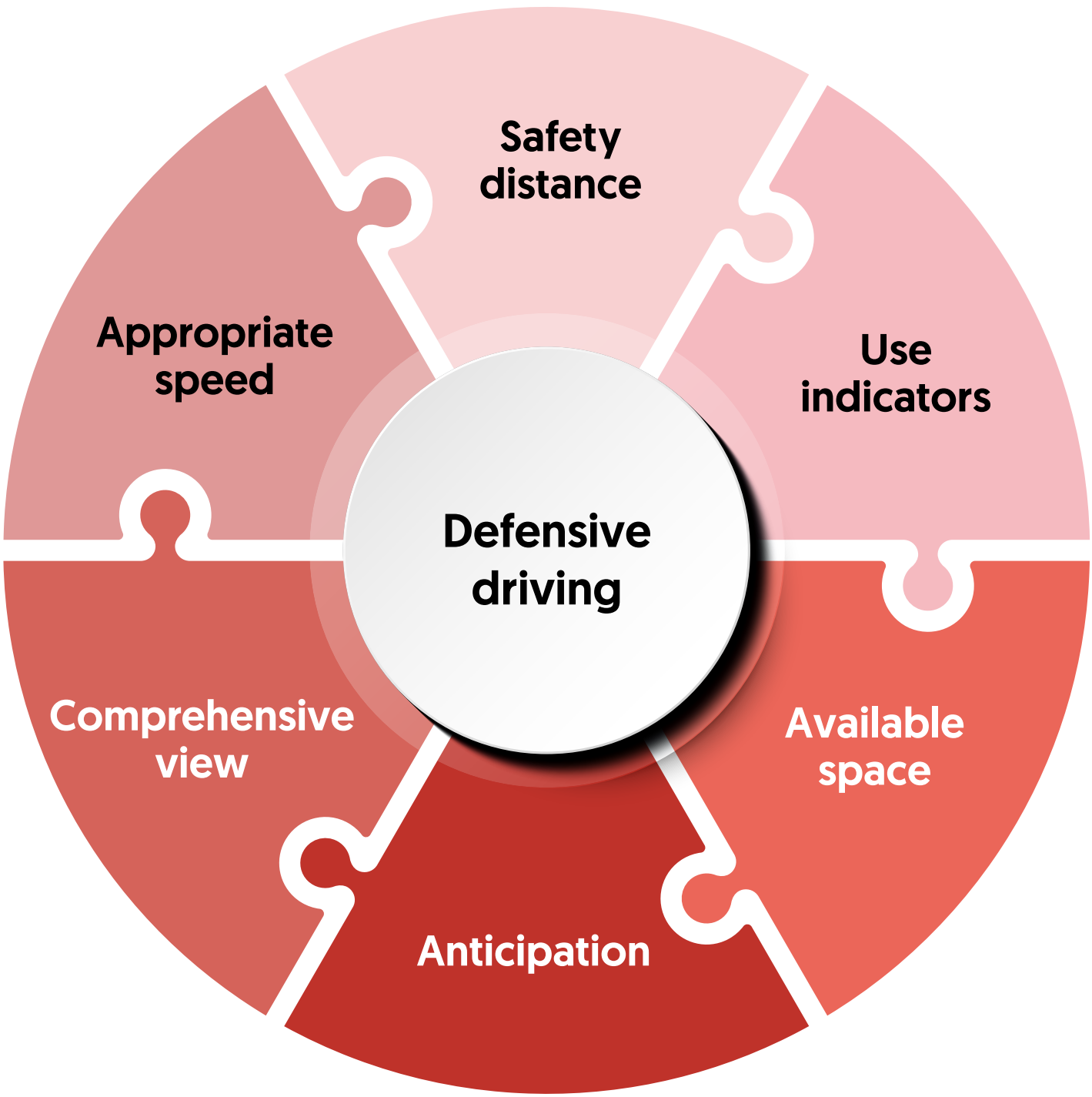
Defensive driving is a driving style that focuses on sustained attention and, above all, on **anticipation**.

Defensive driving means protecting oneself from driving errors that may arise on the road. This involves not only anticipating mistakes that other road users make, but also your own, as nobody is perfect or infallible.

The basic principles of defensive driving are fairly simple and can be summarised as follows. First, driving at an **appropriate speed** and maintaining an **adapted safety distance** will allow for more time to react to the unexpected. In the event of a collision, lower speeds also reduce the force of impact and therefore the risk of injury.

Next, you need to have a **comprehensive view of road traffic**. This means looking far ahead and using your mirrors to keep track of other road users at all times. It also means planning your route ahead. For example, refrain from overtaking within 500 metres of a motorway exit or always check traffic in your rear-view mirror before taking a right turn to avoid cutting off a cyclist.

Then, **use your indicators** in advance to signal your intentions to change lanes or merge into traffic. To **manage the available space**, other road users' intentions must also be anticipated. When e.g. driving in the right-hand lane on the motorway, allow another vehicle to merge by moving into the left-hand lane if it does not cause any disruption to traffic. As drivers are not alone on the road, good communication can help avoid certain dangerous situations. The same applies to leaving enough space for cyclists or else anticipating to enable an emergency vehicle to move by pulling over to the side (emergency lane).



Defensive driving – emergency lane



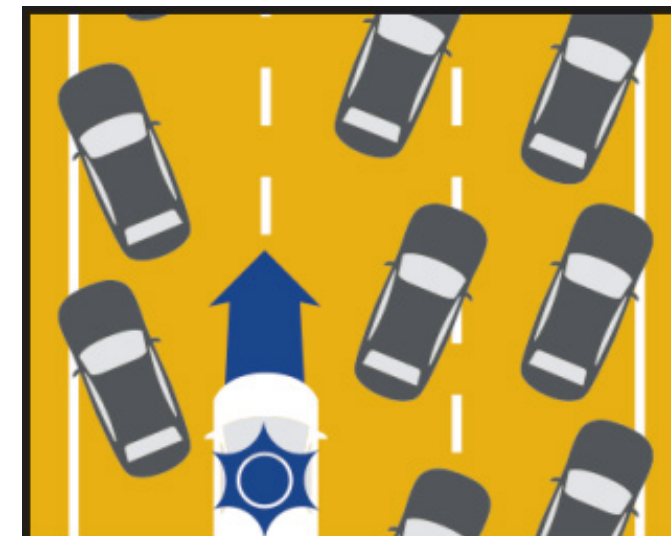
The principles of defensive driving with regard to anticipation and managing available space are also very useful when you need to give way for emergency vehicles. You should maintain a sufficient distance from the vehicle in front of you so that you are able to manoeuvre when needed. At the first sign of traffic slowing down:

- Leave an emergency corridor as shown in the diagrams below;
- Slow down and position your vehicle parallel to the direction of traffic so that the rear of your vehicle does not obstruct the emergency lane;
- Keep the emergency corridor clear until traffic flows smoothly again.

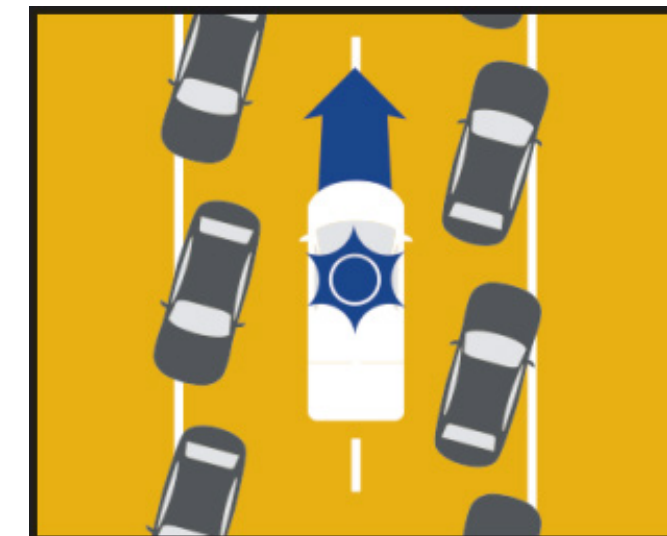
Emergency lanes are mandatory in Luxembourg and other countries [Austria, Belgium, Germany and Switzerland]. They are intended for emergency vehicles with their sirens or flashing lights on. They help emergency vehicles reach accident sites faster and must be designed as follows:



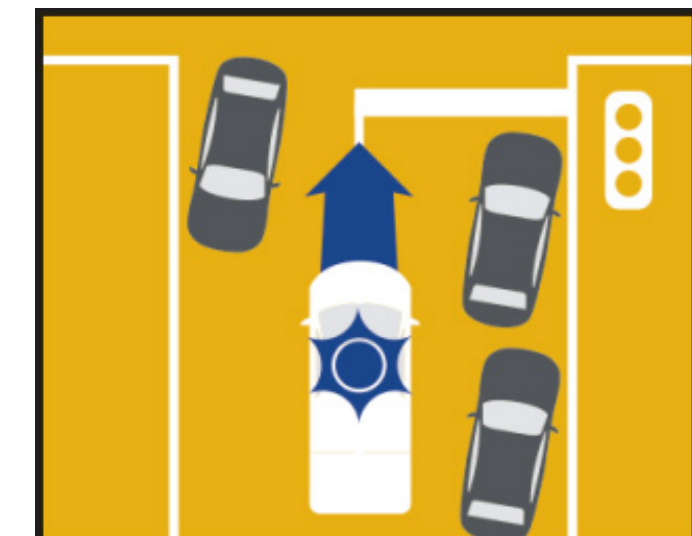
**On two-lane roads and motorways
in the same direction**



**On three-lane roads and motorways
in the same direction**



**In built-up areas, on a road with one lane
in each direction**



At traffic lights

Training (eco-driving, safe driving, continued vocational training)



In addition to the driving licence, drivers may or should attend various training courses to enhance safety when driving. Some of these courses are compulsory while others are voluntary. For example, professional drivers of certain categories of vehicles are required to undergo additional training on a regular basis. This requirement may also apply to certain professions, such as occasional drivers of minibuses on behalf of social and educational organisations.

Compulsory training

New holders of category B (car) or A2 (motorcycle) driving licences are required to complete a one-day driving safety training course. This requirement has been applied to residents in Luxembourg since 1 July 1995 (art. 83 of the Highway Code).

Vocational training

In accordance with Directive (UE) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, professional drivers in categories C, C1, CE (lorries) and D, D1, DE (buses) are required to undergo initial and continued training.

Voluntary training

With individual mobility reaching its limits, traffic density and stress increasing, road safety has become a key issue. Voluntary driver training shows car drivers and motorcyclists how to adapt their speed and behaviour to various conditions as well as how to adopt a driving style that is defensive and responsible. Some training courses also focus on economical driving, which is key to companies eager to cut energy costs.

Group and business training

The Driver Training Centre (CDC) offers safe driving courses to companies based in Luxembourg.

For your training courses:

- Driver Training Centre: www.cfc.lu
- National training website: www.lifelong-learning.lu

Specific instructions for vehicles used



Driving a vehicle you are not familiar with can hold surprises, whether or not you are an experienced driver.

A driver must know how their vehicle works to be able to control it in all circumstances, hence the importance of vehicle-specific training. This task may be assigned to the company's fleet manager and consists of making the employee familiar with the company vehicle(s) they may be required to drive. The aim is to focus on essential safety features, such as how the headlights and windscreen wipers work, proper use of driver assistance systems (cruise control, lane departure warning system, parking assistance, etc.) as well as connected systems (navigation and multimedia) so as to make the vehicle easy to use.



Learning how to use these systems in a vehicle you are unfamiliar with takes time. You may, however, not have this time, for example, when you have to drive through a tunnel. This is why it is important for you to know how to turn on the headlights of the company vehicle before you set off.

Transport of dangerous goods



Dangerous goods can be transported by various modes of transport, which include road, rail, inland waterways, sea and air. Regulations governing this type of transport aim to minimise risks in addition to other safety standards.

Each mode of transport is governed by its own regulations, which define packaging, documentation, loading, unloading, handling and storage of dangerous goods. The main international agreements and regulations include ADR¹ (road transport), ADN² (inland waterway transport), RID³ (rail transport), IMDG⁴ (maritime transport) and IATA/ICAO⁵ guidelines (air transport). These regulations are harmonised by the United Nations Organization, which provides criteria for hazard classification and model regulations to ensure global consistency. Directive 2008/68/EC of the European Union also requires member states to apply ADR, RID and ADN. These regulations are part of accident prevention measures and complete existing legal requirements.

What are dangerous goods?

Dangerous goods cover a wide range of substances that pose a risk to health, safety, property or the environment. They are classified according to their specific characteristics, such as flammability, toxicity or radioactivity.

What is a dangerous goods classification?

Dangerous goods are classified into different categories including explosives, gases, flammable liquids, flammable solids, toxic substances, infectious substances, radioactive materials and others. To minimise associated risks, each class requires specific safety measures.

¹ ADR [Agreement concerning the International Carriage of Dangerous Goods by Road]

² ADN [Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways]

³ RID [Regulations concerning International Carriage of Dangerous Goods by Rail]

⁴ IMDG [International Maritime Dangerous Goods Code]

⁵ IATA [International Air Transport Association]/ICAO [International Civil Aviation Organization] guidelines for the international air transport of dangerous goods

Transport of dangerous goods



Who is affected?

All companies whose activities include the shipment or transport of dangerous goods by land, or related operations such as packaging, loading, filling or unloading, must appoint one or more safety advisors, who report to the head of company.

Certain exceptions apply, however, for:

- Companies that carry out transport exclusively on behalf or under their responsibility of the armed forces.
- Companies that transport dangerous goods in quantities below ADR/RID/ADN thresholds.
- Companies that only occasionally transport dangerous goods in quantities not exceeding a certain threshold set by national law at 50 tonnes per year [except for class 7].

What is the role of the safety advisor for transport of dangerous goods?

Safety advisors operate under the responsibility of the head of company and are responsible for helping to prevent risks to persons, property or the environment. In accordance with chapter 1.8.3 of ADR, ADN and RID, their main tasks are as follows:

- Ensure compliance with regulations governing the transport of dangerous goods.
- Advise the company on operations involving transport of dangerous goods.
- Prepare an annual report for the company's management or a public authority on the company's activities relating to transport of dangerous goods.
- When an accident occurs causing damage to persons, property or the environment during transport or loading or unloading operations, each safety advisor of each of the companies involved will draw up an accident report and send it to the head of company.

Note that drivers must also undergo specific training which authorises them to carry out this transport in accordance with ADR.

Transport of dangerous goods



Does the safety advisor have to be an employee of the company?

The answer is no.

In accordance with current regulations, the safety advisor does not have to be an employee of the company. Certain conditions must, however, be met. If the safety advisor is a third party, they or the company employing them must hold a Luxembourg residence permit. This is a fundamental requirement.

In all cases, the safety advisor must be formally appointed by the head of company.

Do the regulatory provisions always apply to all transport of dangerous goods?

The answer depends on several factors.

There is a whole range of partial or total exemptions relating to transport of dangerous goods. These exemptions depend on the type of dangerous goods, the quantity transported, the mode of transport used and many other factors.

In certain specific cases, for example, you may be exempt from certain regulatory obligations. These exemptions are, however, not universal and must be applied with discretion.

To ensure the safety of all actors involved in the transport of dangerous goods, it is essential to peruse the applicable regulations and apply them properly in each specific situation..



For further information or if you have any questions, please contact
adr@tr.etat.lu