



European Road Safety Observatory

National Road Safety Profile - Lithuania

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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1 Highlights

Road safety outcomes

- In 2019 a total of 184 people were killed in reported traffic accidents in Lithuania.
- Lithuania is 6th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities shows a relatively high proportion of pedestrians. The proportion of powered two-wheelers on the other hand is smaller than the EU average.
- Over the past ten years the number of fatalities increased more than in the European Union.

Road safety performance indicators

- Road infrastructure in Lithuania is characterized by high road density, except for motorways.

Road safety policy and measures

- Enforcement is more widely perceived as effective in comparison to other EU countries.

2 Road Safety Outcomes

2.1 General risk in traffic

In Lithuania, a total of 184 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 66 road fatalities per million inhabitants, which is well above the EU average (51). In the first decade of this century, the mortality rate in Lithuania showed an upward trend and was much higher than the EU average. From 2007 the mortality rate in Lithuania decreased sharply and became closer to the EU average. When the number of vehicles is taken into account, Lithuania still performs worse than most EU countries with a rate of 1.09 fatalities per 10,000 registered vehicles in 2019.

Over the past ten years the number of fatalities decreased by almost 40%, which is more than the overall EU trend. Especially between 2012 and 2018 fatalities dropped significantly in Lithuania, while they remained stable in the European Union.

Table 1. Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
Fatalities	299	184	-38%	29611	22700	-23%

Figure 1. Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

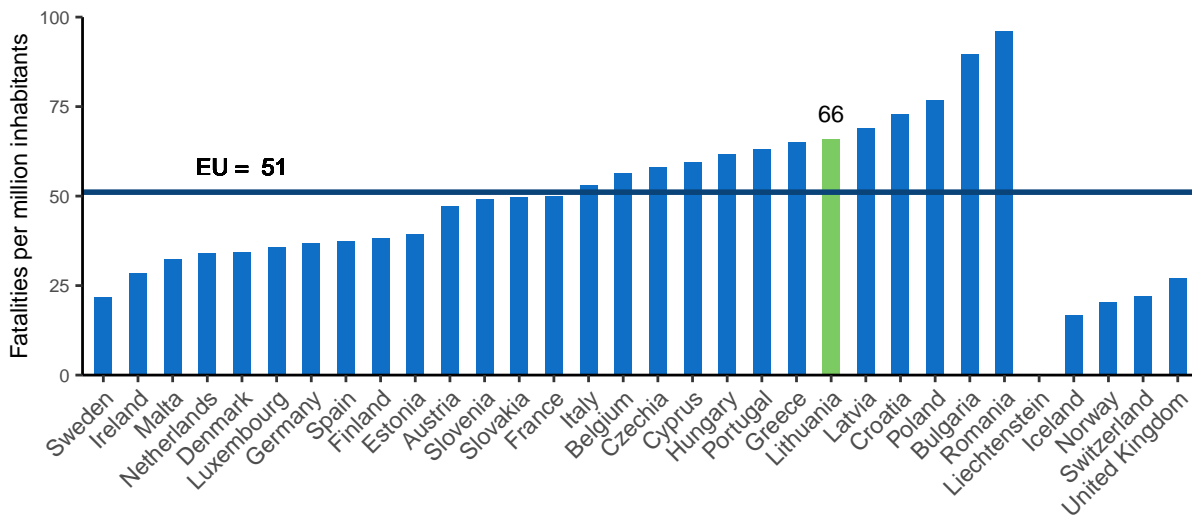


Figure 2. Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT

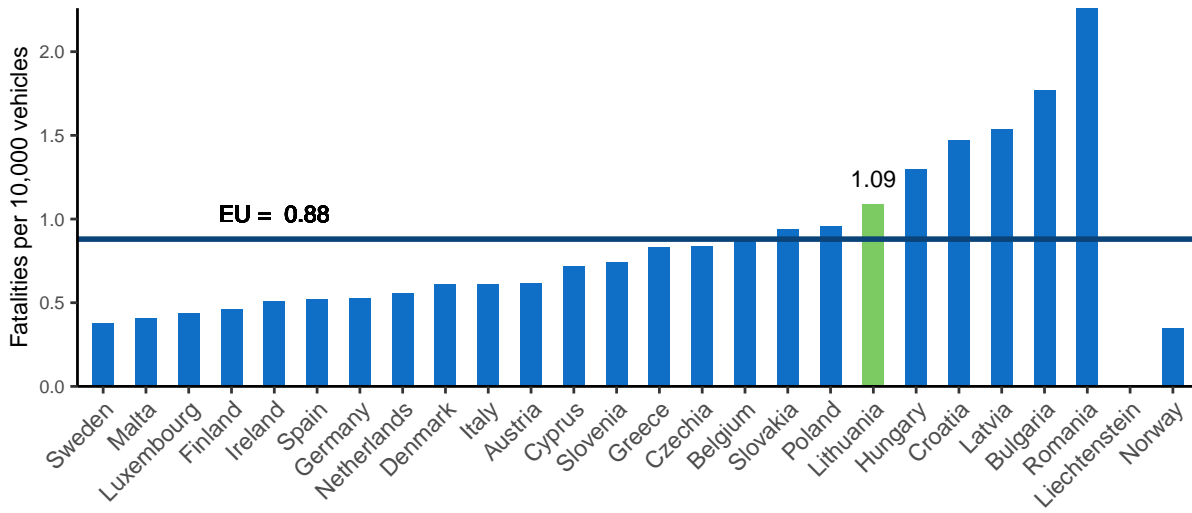


Figure 3. Number of road fatalities (2010-2019). Source: CARE

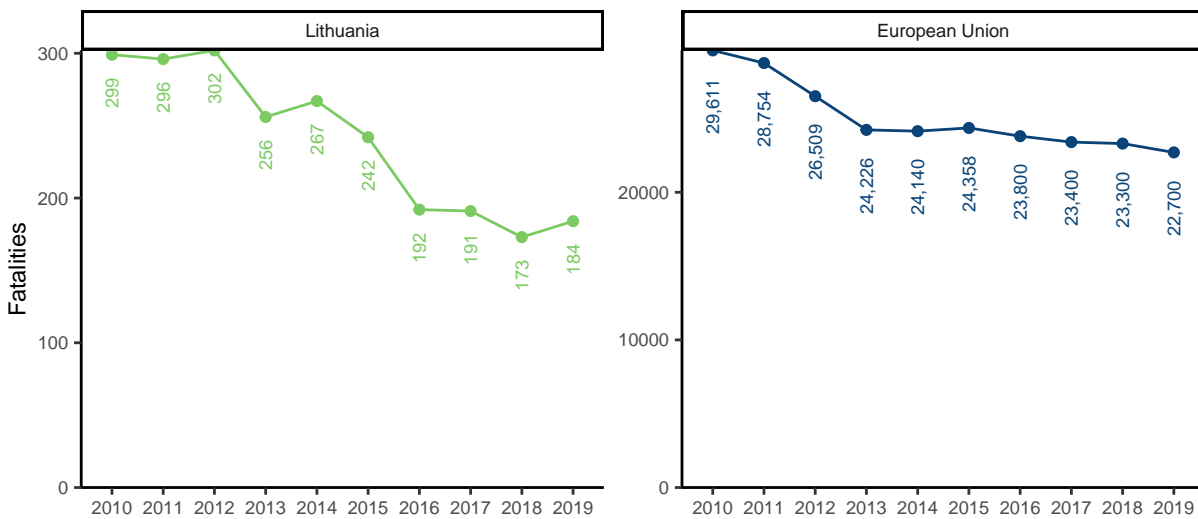
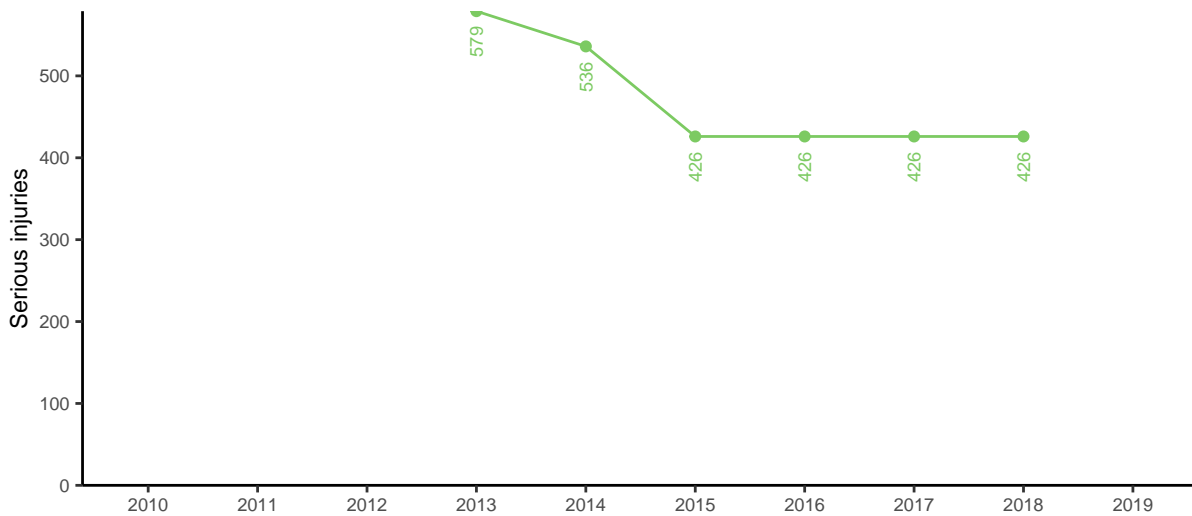
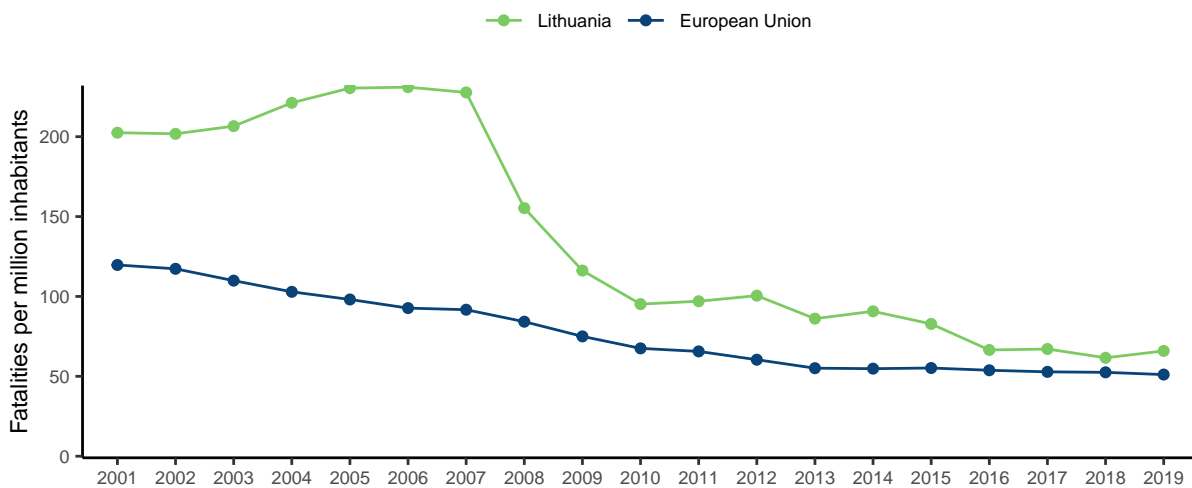
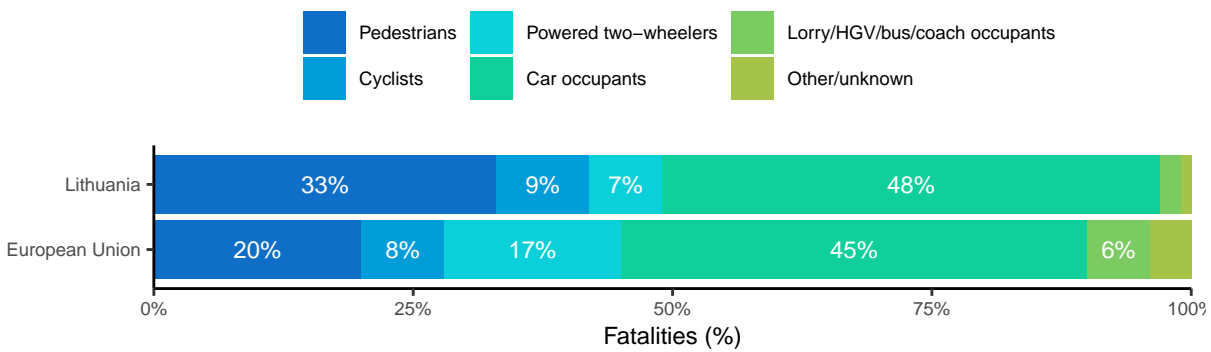


Figure 4. Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

2.2 Transport modes¹

In 2019, vulnerable road users (pedestrians, cyclists and powered two-wheelers) accounted for almost half of road traffic fatalities in Lithuania. This percentage is higher than that observed in the European Union as a whole. The greatest difference is found in the road user category of pedestrians, which represented a third of Lithuania's road fatalities, as opposed to 20% in the European Union. Powered two-wheelers on the other hand account for 7% of road fatalities, which is well below the proportion that is seen in the European Union (17%).

¹For more details about the categories used in this subsection, please see section 6.2 Definitions.

Figure 6. Number of road fatalities by transport mode (2015). Source: CARE**Table 2.** Average number of road fatalities by transport mode (2013-2015). Source: CARE

	2013 - 2015	EU 2013 - 2015
Pedestrians	95	5,184
Cyclists	20	1,980
Powered two-wheelers	16	4,268
Car occupants	114	10,995
Lorries, under 3.5t	1	801
Heavy goods vehicles	4	501
Bus/coach occupants	1	120
Other/unknown	4	806
Total	255	24,241

Table 3. Average number of serious injuries by transport mode (2013-2015). Source: CARE

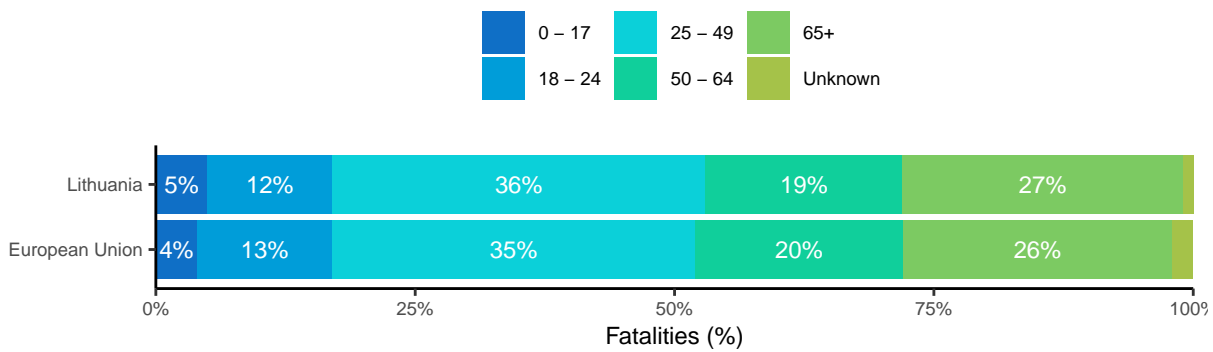
Transport mode	2013 - 2015
Pedestrians	197
Cyclists	42
Powered two-wheelers	46
Car occupants	194
Lorries, under 3.5t	4
Heavy goods vehicles	5
Bus/coach occupants	16
Other/unknown	11
Total	514

Table 4. Average number of road fatalities in single vehicle crashes by transport mode (2013-2015). Source: CARE

	2013 - 2015	EU 2013 - 2015
Cyclists	0	323
Powered two-wheelers	7	1,479
Car occupants	54	4,834
Lorries, under 3.5t	0	336
Heavy goods vehicles	1	199
Bus/coach occupants	0	49
Other/unknown	2	276
Total	64	7,496

2.3 Age

The distribution of road fatalities across age groups in Lithuania is similar to that for the European Union.

Figure 7. Number of road fatalities by age group (2015). Source: CARE**Table 5.** Average number of road fatalities by age group (2013-2015). Source: CARE

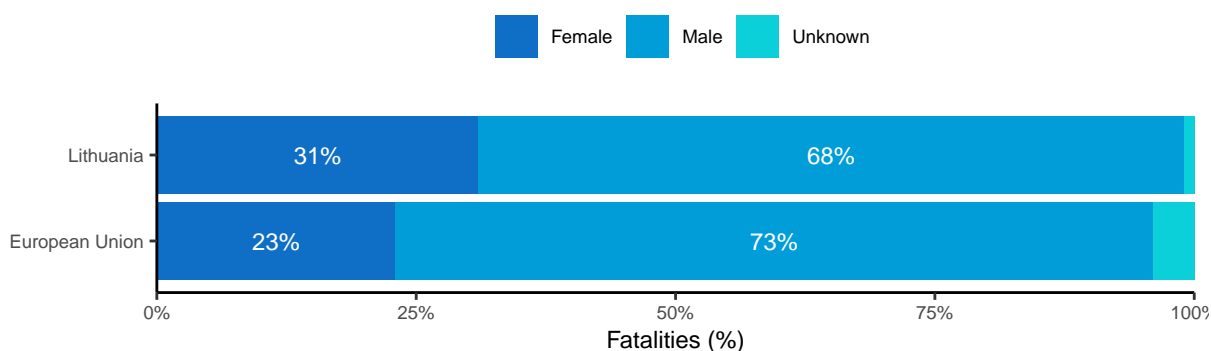
	2013 - 2015	EU 2013 - 2015
<15	9	610
15 - 17	6	567
18 - 24	34	3,316
25 - 49	93	8,538
50 - 64	55	4,847
65+	56	6,237
Unknown	2	420
Total	255	24,241

Table 6. Average number of serious injuries by age group (2013-2015). Source: CARE

Age	2013 - 2015
<15	49
15 - 17	29
18 - 24	84
25 - 49	156
50 - 64	106
65+	89
Unknown	1
Total	514

2.4 Gender

The high proportion of males among total road fatalities in Lithuania (68%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport use and to behaviour.

Figure 8. Number of road fatalities by gender (2015). Source: CARE**Table 7.** Average number of road fatalities by gender (2013-2015). Source: CARE

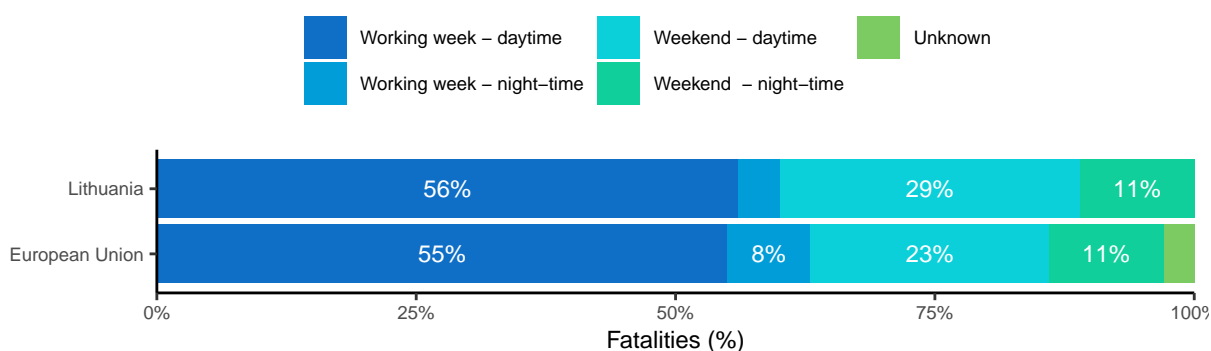
	2013 - 2015	EU 2013 - 2015
Female	70	5,804
Male	184	18,463
Unknown	1	990
Total	255	24,241

Table 8. Average number of serious injuries by gender (2013-2015). Source: CARE

Gender	2013 - 2015
Female	221
Male	292
Unknown	1
Total	514

2.5 Time ²

The distribution of fatalities by day of the week and time of the day is slightly different from the EU average: the country shows a higher proportion of fatalities that occur in the daytime during the weekends (29%).

Figure 9. Number of road fatalities by period of time (2015). Source: CARE

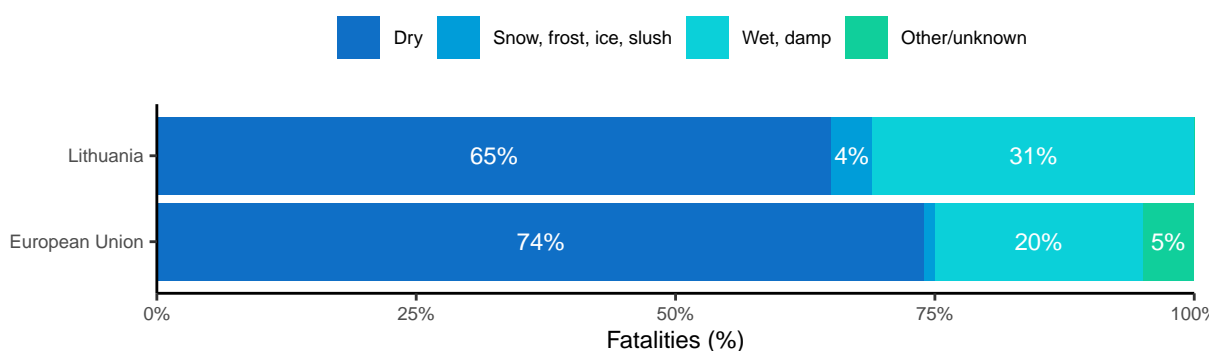
²For more details about the time periods used in this subsection, please see section 6.2 Definitions.

Table 9. Average number of road fatalities by period of time (2013-2015). Source: CARE

	2013 - 2015	EU 2013 - 2015
Working week - daytime	139	13,801
Working week - night-time	14	2,048
Weekend - daytime	71	5,623
Weekend - night-time	31	2,738
Unknown	/	1,089
Total	255	24,241

2.6 Road conditions

As in the rest of the European Union, the majority of road fatalities in Lithuania occur on dry roads. Wet roads account for a third of road fatalities, which is higher than in the European Union as a whole.

Figure 10. Number of road fatalities by surface conditions (2015). Source: CARE**Table 10.** Average number of road fatalities by surface conditions (2013-2015). Source: CARE

	2013 - 2015	EU 2013 - 2015
Dry	155	17,877
Snow, frost, ice, slush	22	497
Wet, damp	78	5,138
Other/unknown	0	2,233
Total	255	24,241

3 Road safety performance indicators

3.1 Behaviour of road users

For Lithuania there is no data available about behaviour in traffic that is comparable with other EU countries.

3.1.1 Speeding

Table 11. Observed speeding. Source: ETSC (2012)

	Mean speed (km/h)	Percentage offenders
Motorways (110km/h)	100	33%
Motorways (130km/h)	110	19%

3.1.2 Use of protective systems

Table 12. Observed seatbelt wearing rate. Source: IRTAD (2019)

	Seatbelt wearing rate
Car drivers on urban roads	97%
Car drivers on rural roads	96%
Car drivers on motorways	97%
Car drivers	97%
Front seat passengers	92%

3.2 Infrastructure

The overall road network in Lithuania shows relatively high road density in comparison with the EU average. Motorway density on the other hand is much lower compared to the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Lithuania, a score of 4.7 (on a value scale from 1 to 7) is given, which is average compared to other countries.

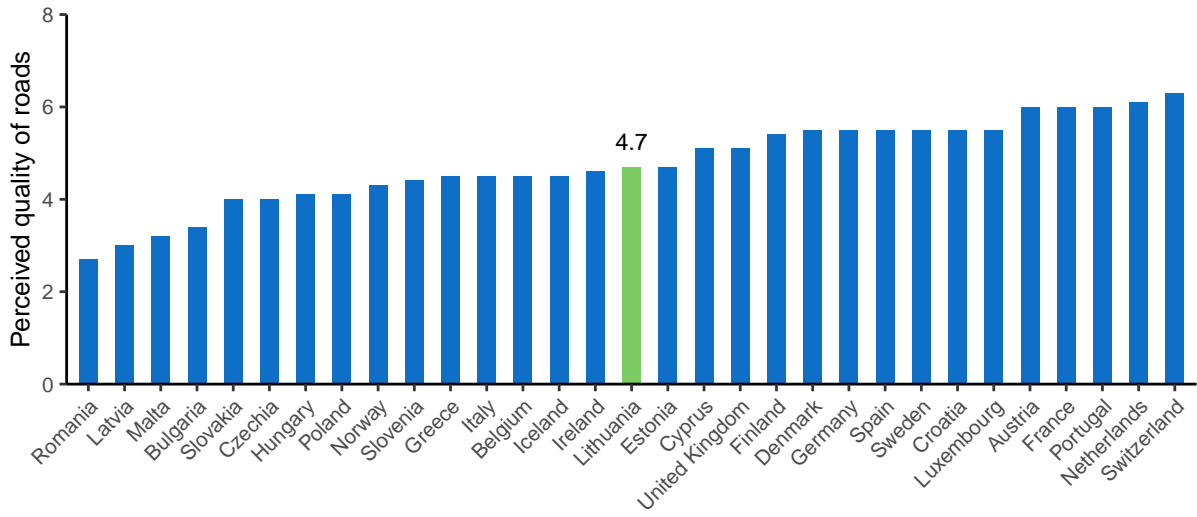
3.2.1 Road density

Table 13. Road density. Source: EUROSTAT (2019)

	Lithuania	European Union
Inside built-up areas	101 km road/1000 km ²	150 km road/1000 km ²
Outside built-up areas	1196 km road/1000 km ²	609 km road/1000 km ²
Motorways	6 km road/1000 km ²	15 km road/1000 km ²
Total	1303 km road/1000 km ²	942 km road/1000 km ²

3.2.2 Road quality

Figure 11. Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world).
Source: World Economic Forum, Executive Opinion Survey (2017-2018)



4 Road safety policy and measures

4.1 Legislation

National road safety legislation in Latvia reflects the situation in the majority of EU countries with some exceptions. The legislation regarding drink driving is somewhat stricter than in most EU countries: the alcohol limit for the general population is 0.4 g/l while in most countries the limit is 0.5 g/l. There is also a zero-percent alcohol limit for novice drivers and professional drivers.

Table 14. National road safety legislation. Source: WHO (2018)

	Lithuania	EU countries
Speed limits for passenger cars		
Urban roads	50 km/h	50 km/h: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	130 km/h	No limit ¹ ; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
Allowed BAC (blood alcohol concentration) levels		
General population	0.4 g/l	0 g/l: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 0.5 g/l: 7; 0.8 g/l: 1
Seatbelt requirement		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
Transport of children		
Child restraint required	Up to 135 cm	Up to 150 cm: 13; Up to 135 cm: 3; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Prohibited under 12 yrs	Not restricted: 9; Prohibited under certain age/height: 18
Motorcycle helmets		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	Yes	Yes: 19; No: 8
Standard referred to and / or specified	No	Yes: 19; No: 8
Mobile phone restriction		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Lithuania scores above average for almost all legislation surveyed.

Table 15. Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Lithuania	European average
Speed legislation	7	6.8
Drink-driving legislation	8	7
Seatbelt legislation	7	7
Child restraint system legislation	8	7
Motorcycle helmet legislation	9	8

4.3 Road infrastructure

Table 16. Infrastructure-related policy. Source: WHO (2018)

	Lithuania	EU countries
Audits or star rating required for new road infrastructure	Partial	Yes: 10 Partial: 17
Inspections / star rating of existing roads	Yes	Yes: 26 No: 1
Design standards for the safety of pedestrians / cyclists	Yes	Yes: 25 Partial: 2 No: 0
Investments to upgrade high risk locations	Yes	Yes: 20 No: 7
Policies & investment in urban public transport	Yes	Yes: 23 No: 4
Policies promoting walking and cycling	Yes	Yes: 21 Subnational: 3 No: 3

4.4 Post-crash care

Table 17. Policy related to post-crash care. Source: WHO (2018)

	Lithuania	EU countries
Trauma registry	National	National: 13 Subnational: 4 Some facilities: 0 None: 7
National assessment of emergency care system	No	Yes: 9 No: 18
Provider training and certification - Prehospital providers - Formal certification pathway	No	Yes: 19 No: 6
Provider training and certification - Nurses - Post graduate courses in emergency and trauma care	Yes	Yes: 21 No: 5
Provider training and certification - Specialist doctors - Emergency medicine	Yes	Yes: 21 Subnational: 0

5 Structure and culture

5.1 Country characteristics

Population density in Lithuania is much lower than the EU average, and its population is mainly settled in cities and rural areas. Its GDP per capita is below that of the European Union, but the percentage of GDP that is dedicated to road spending is higher than the EU average (1%).

Table 18. Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Lithuania
Population-related data (2020)		
Population (2020)	447319916	2794090
Population density (inhabitants/km ²)	106	43
% Children (0-14)	15%	15%
% Adults (15-64)	64%	65%
% Elderly (65+)	21%	20%
Urbanization (2019)		
% living in cities	38%	43%
% living in suburbs and towns	34%	2%
% living in rural areas	28%	55%
Economic data		
GDP per capita (EUR, 2020)	29768.3	17511.9
Unemployment rate (2020)	7%	8%
% GDP dedicated to road spending (2019)	0.6%	1%

5.2 Structure of road safety management

Table 19. Road safety management structure. Source: National sources

Key functions	Key actors
Formulation of national road safety strategy	Ministry of Transport and Communications
	Lithuanian Road Administration
Monitoring of the road safety development	Traffic Safety Commission (The Commission approved by the Government consists of governmental/state administration and municipal administration bodies and representatives of NGOs)
Improvements in road infrastructure	The Lithuanian Road Administration (LRA) under the Ministry of Transport and Communications
Improvement in vehicles	The State Road Transport Inspectorate under the Ministry of Transport and Communications
Improvement in road user education	The State Road Transport Inspectorate under the Ministry of Transport and Communications
	Ministry of Education
	LRA
Publicity campaigns	Traffic Safety Commission
Enforcement of traffic laws	Police
Other relevant actors	Lithuanian National Association Helping Traffic Victims (NPNA)
	Universities and research institutes

6 Notes

6.1 Data sources

CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries. Date of extraction: 26th of March, 2021. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom) <https://www.esranet.eu/en/>

ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>
Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/> Date of extraction: 7th of August 2020

WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries. https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/

World Economic Forum

Data is retrieved from http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf

6.2 Definitions

Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

Bus or Coach

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for

passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

CARE EU Average and aggregated numbers

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2019). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2019 that will be published in the future.

Fatal crash

Crash with at least one person killed regardless the injury severity of any other persons involved.

Fatalities

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Lorry, under 3.5 tonnes

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Pedestrian

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

Powered two-wheelers

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Seriously injured (at least 30 days)

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.

Working week – Daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time

Monday 10 p.m. to Tuesday 5.59 a.m. Tuesday 10 p.m. to Wednesday 5.59 a.m. Wednesday 10 p.m. to Thursday 5.59 a.m. Thursday 10 p.m. to Friday 5.59 a.m.

Weekend - Daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend - Night-time

Friday 10 p.m. to Saturday 5.59 a.m. Saturday 10 p.m. to Sunday 5.59 a.m. Sunday 10 p.m. to Monday 5.59 a.m.