

Road Safety Management Profile

Latvia

Overview

Figure 1 summarises “good practice” elements, lack of such elements and peculiarities concerning structures, processes, policy-making tasks and outputs. These are based upon the investigation model developed within the DaCoTA research project, and the related questionnaire responses of at least one governmental representative and one independent expert in each country.

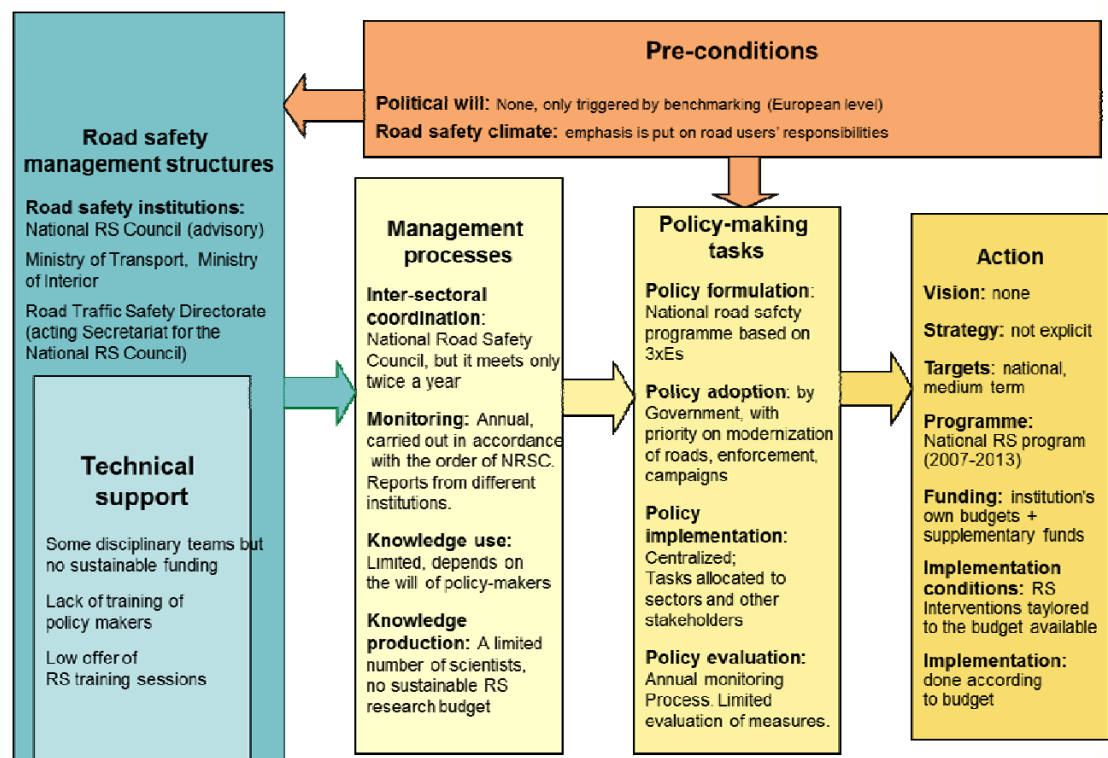


Figure 1. Overview of road safety management good practice elements in Latvia - 2010 (Sources: [1],[2])



Road Safety Management Profile - Latvia

Structures, processes and outputs

In Figure 2, road safety management structures, work processes and outputs in Latvia are described according to the policy-making cycle (agenda setting, policy formulation, adoption, implementation and evaluation). Focus is on the national organization and the relations between national and regional/local structures.

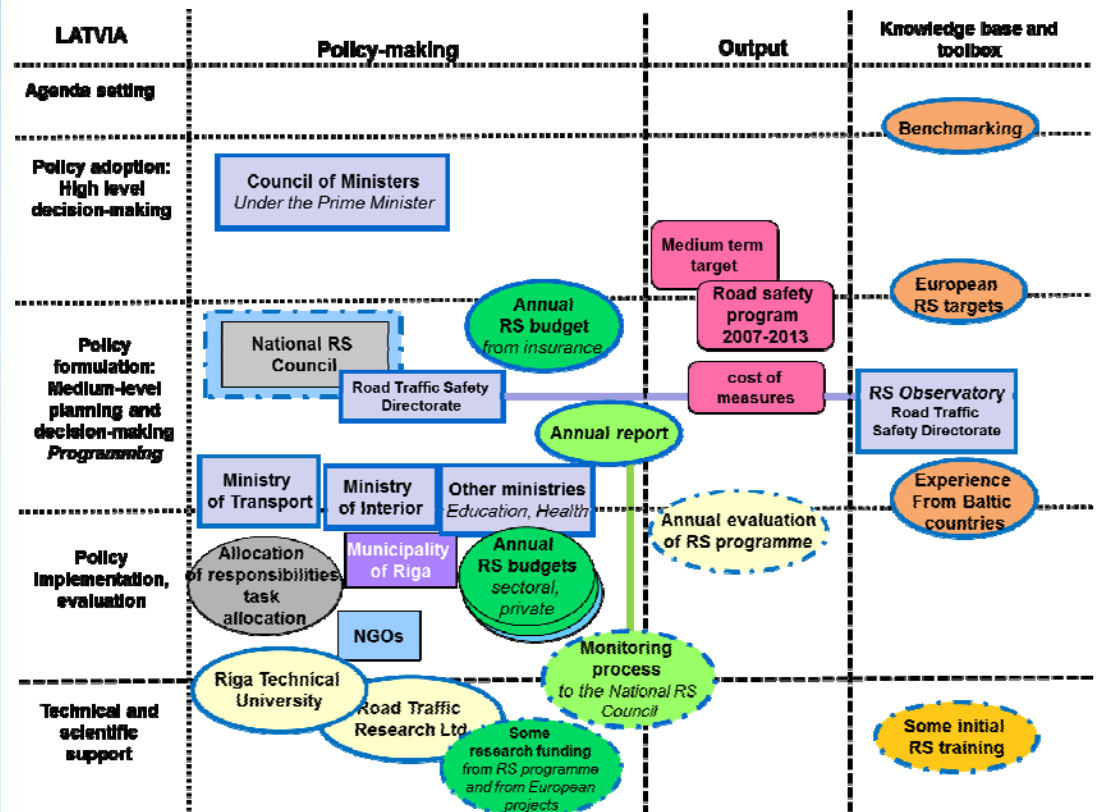
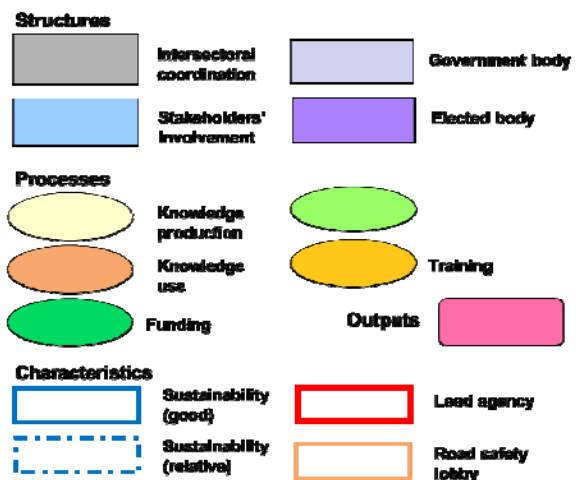


Figure 2. Structures, processes and outputs in Latvia - 2010 (Sources: [1],[2])

Legend



Road Safety Management Profile - Latvia

Good practice “diagnosis”

The existing RS management structures and processes in Latvia were set against the “most complete RS management system” which would be obtained for a country fulfilling all the “good practice” criteria [1] (see Appendix).

Diagnosis: Latvia	
“Good practice” elements	<ul style="list-style-type: none"> ✓ A formal institution for stakeholder consultation, the National Road Safety Council (which includes NGOs and research institutions), has been created at the planning and implementation levels. ✓ The National Road Safety Council also acts as a coordinating body at the operational level. ✓ The Road Traffic Safety Directorate (Ministry of Transport) covers some of the functions expected of a road safety observatory ✓ Successive medium-term targeted inter-sectoral programmes, including task allocation to key actors (government bodies) ✓ The road safety programme for the capital city, Riga, is coordinated with the national road safety programme ✓ The annual budget necessary for implementation as well as the detailed costs of road safety measures are estimated in the programme. ✓ A stable source of funding is money contributed by insurance companies (under the Motor Third Party Liability Insurance Act). ✓ Funding available for road safety is allocated by the National Road Safety Council. ✓ Annual monitoring of road safety implementation activities, reporting to the National Road Safety Council, presentation to the citizens. ✓ Some cost-benefit evaluations. ✓ Effective cooperation of managers and university-based scientists, road safety policy are knowledge-driven. ✓ Use of benchmarking and international experience (Baltic countries, Europe). ✓ Some disciplinary research in road safety (engineers, human sciences).
Elements needing improvement	<ul style="list-style-type: none"> ✓ No centralized responsibility for road safety (instead a distributed responsibility between the ministries involved). ✓ No steady road safety budget from the government, annual funding only, funding is usually inferior to the estimates. ✓ No clear idea of how to remedy the current weakness of road safety funding procedures. ✓ No coordination between the national and the regional/local levels, except for the city of Riga. ✓ No multi-disciplinary research teams available. ✓ No training plan for road safety actors, not enough emphasis on road safety training.



Road Safety Management Profile - Latvia

Appendix

The most complete RS management system which would be obtained for a country fulfilling all the “good practice” criteria identified, were used as a reference (Figure 3).

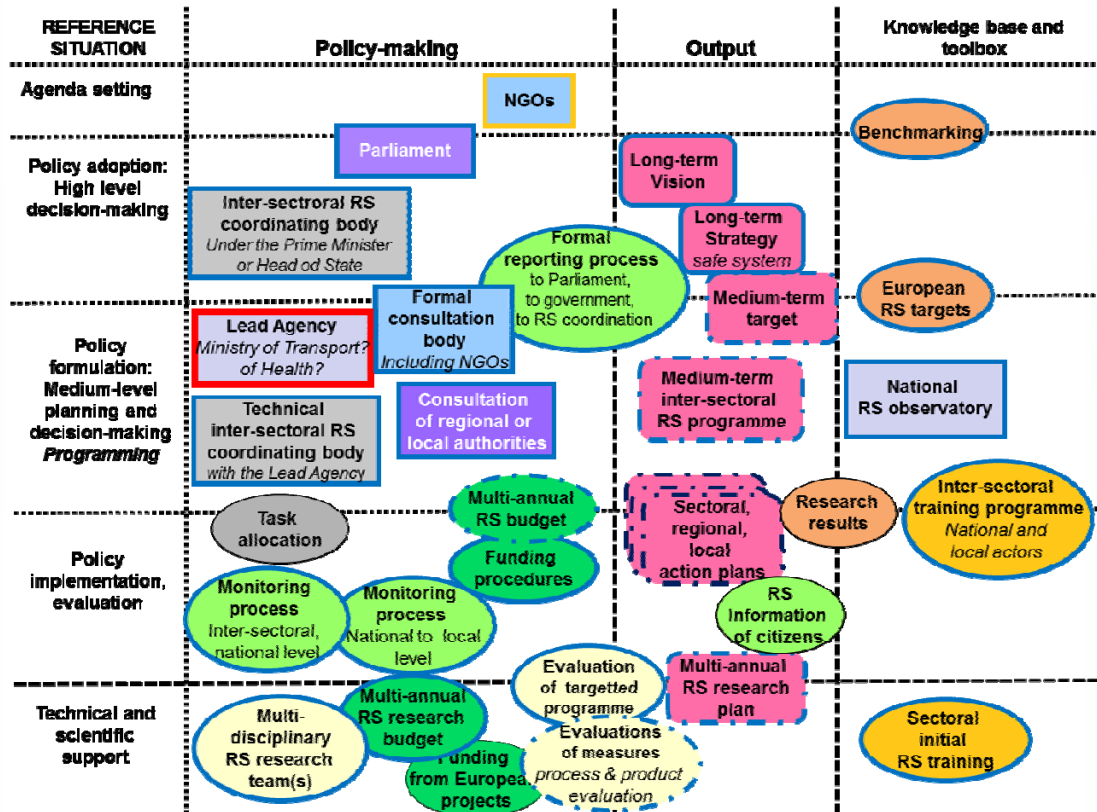
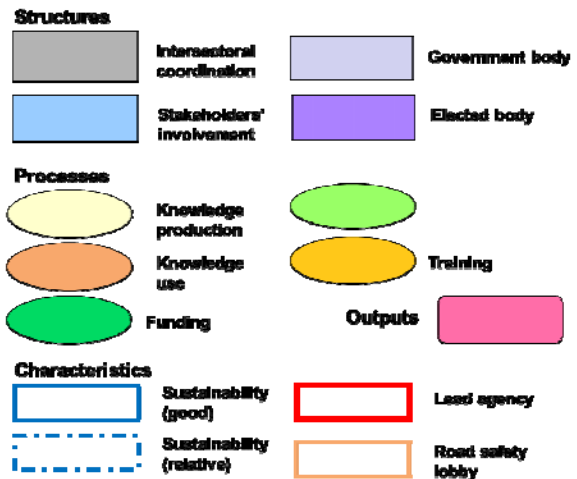


Figure 3. Reference country profile (Sources: [1],[2])

Legend



Road Safety Management Profile - Latvia

References

- [1] Muhlrاد, N, Gitelman V, Buttler I. (Eds) et al. (2011) Road safety management investigation model and questionnaire, Deliverable 1.2 of the EC FP7 project DaCoTA.
- [2] Papadimitriou, E, Yannis G., Dupont E., Muhlrاد N., Gitelman V., Butler I. et al. (2012) Analysis of road safety management in the European countries, Deliverable 1.5 Vol.II of the EC FP7 project DaCoTA.

Disclaimer

- This profile concerns a ‘snapshot’ of the road safety management system. As some countries are already undergoing an evolution process, the current situation may already be different for an observer from what was described by the experts interviewed in the first quarter of 2010.
- The results are based on both the coded answers to the questionnaire and the comments from the experts interviewed. A thorough cross-analysing of the comments from both the governmental and the independent experts proved to clarify the final picture of a country’s situation.
- As English had to be used as the common language for the analyses, the comments and observations provided by the persons interviewed had to be translated from their home language; particular care was taken so that the names or titles of the national structures described are entirely accurate

