

Structure and Culture

Basic Data

Table 1: Basic data of Latvia in relation to the EU average

Basic data of Latvia	EU average
- Population: 1,99 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 64.559 km ² (2015)[2] (3,62% water) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 2,8°C	6,5°C
- Average summer temperature (May to Oct.): 13,5°C	17,8°C
- Annual precipitation level: 620 mm	651 mm
- Exposure: 1,1 billion vehicle km (2014) [1]	122,4 billion vehicle km (2014) ¹
- 0,39 vehicles per person (2014) [2]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA; [5] DG MOVE

67,4% of Latvian population lives inside urban areas.

Country characteristics

Table 2: Characteristics of Latvia in comparison to the EU average

Characteristics of Latvia	EU average
- Population density: 31 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
15,0% children (0-14 years)	15,6% children
65,6% adults (15-64 years)	65,5% adults
19,4% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €10.800 (2015) [2]	€26.300 (2015)
- 67,4% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: low plain	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

¹ Based on the average of 24 EU countries.

Structure of road safety management

The Ministry of Transport is a leading institution of state administration of transport and communication branches which elaborates legal acts and policy planning documents regulating the branch.

The following key-actors are responsible for road safety (RS) policy making:

Table 3: Key actors per function in Latvia

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport
2. Monitoring of the RS development in the country	- Road Traffic Safety Directorate (CSDD)
3. Improvements in road infrastructure	- The Ministry of Transport: responsible for state roads - SJSC (Latvian State Roads) - CSDD: responsible for road audits - Local road authorities: responsible for county roads and local roads
4. Vehicle improvement	- CSDD
5. Improvement in road user education	- CSDD - Ministry of education
6. Publicity campaigns	- CSDD
7. Enforcement of road traffic laws	- Police
8. Other relevant actors	- Research activities: Riga Technical University (Faculty of Building and Civil Engineering) - Riga City Council Traffic Department

Sources: national sources

The Ministry of Transport provides the implementation of the transport policy.

Attitudes towards risk taking

As Latvia is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

Latvia follows the targets of the EC.

High risk site treatment, road safety inspections and audits, and safety impact assessment are obligatory in Latvia.

Programmes and measures

National strategic plans and targets

- The current road traffic safety program in Latvia spans the years 2007-2013 and a new program for 2014-2020 will be set out in 2012-2013.
- Targets (referred to 2010):

Table 5: Road safety targets for Latvia

Year	Fatalities
2020	-50%

Sources: national sources

- Priority topics:
 - vulnerable road users
 - drink-driving accidents
 - speeding accidents
 - accidents occurring in darkness and twilight
 - accidents in built-up areas
 - reduce the consequences of accidents

(Sources: DG-TREN, 2010; national sources)

Road infrastructure

Table 6: Description of the road categories and their characteristics in Latvia

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90
Motorways	no motorways in Latvia

Source: EC DG-Move, 2016

- Special rules for:
 - Trucks > 7.5 tons: 80 km/h
- Guidelines and strategic plans for infrastructure are available in Latvia.

Table 7: Obligatory parts of infrastructure management in Latvia and other EU countries

Obligatory parts in Latvia:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: national sources

- Recent activities of road infrastructure improvement have been addressing:
 - high risk sites treatment
 - reduced speed limits at dangerous locations

Latvia has a 0,2‰ limit for drink-driving of novice drivers, which is similar to the limit for this group in 39% of the EU countries.

Drink-driving and seat-belt law enforcement are assessed as less effective than in most EU countries.

Traffic laws and regulations

Table 8: Description of the regulations in Latvia in relation to the most common regulations in other EU countries

Regulations in Latvia [1]	Most common in EU (% of countries)
Allowed BAC² levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,2‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,5‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: obligatory only for children	Not obligatory (46%)
- Daytime running lights are mandatory.	
- A demerit point system is in place [2]	

Sources: [1] EC DG-Move, 2015; [2] WHO, 2013

Enforcement

Table 9: Effectiveness of enforcement effort in Latvia according to an international respondent consensus (scale = 0-10)

Issue	Score for Latvia	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	6	7 (25%) and 8 (25%)
Child restraint law enforcement	9	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	7	8 (43%)

Source: WHO, 2015

² Blood Alcohol Concentration

Road User Education and Training

Table 10: Road user education and training in Latvia compared to the situation in other EU countries

Education and training in Latvia	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: not compulsory	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 18 years	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

Public Campaigns

Table 11: Public campaigns in Latvia compared to the situation in other EU countries

Campaigns in Latvia	Most common issues in EU (% of countries)
Organisation:	
- Ministry of Interior	
- Road Traffic Safety Directorate (CSDD)	
Main themes:	
- speed,	Drink-driving (96%)
- drink-driving	Speeding (86%)
- lighting and visibility	Seat-belt (79%)
- education of school children	

Sources: [1] SUPREME, 2005; [2] ETSC, 2011; [3] national sources

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Latvia, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 2 years, then every 12 months Taxis: for the first 2 years annually, then every 6 months	Every 12 months (39%)
Motorcycles: every 24 months	Every 24 months (32%)
Buses or coaches: every 6 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

In Latvia, road safety education is only compulsory at primary school.

For buses, coaches and taxis, the mandatory inspection period is half the most common period in the EU.

Road Safety Performance Indicators

Speed

Table 13: Number of speed tickets per population in Latvia versus the EU average

Measure	2006	2014	Average annual change	EU average (2014)
Number of speed tickets/1.000 population	41	50	2,5%	89

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Latvia compared to the EU average

Road type	2005	2009	Average annual change	EU average
Rural roads	42%	43%	0,6%	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010

Table 15: Mean speed per road type in Latvia compared to the EU average

Road type	2005	2009	Average annual change	EU average
Rural roads	88,2 km/h	89 km/h	0,2%	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

Table 16: Road side surveys for drink-driving in Latvia compared to the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	n/a	n/a	-	209
% tested over the limit	n/a	n/a	-	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

In Latvia, the amount of speed tickets per population is below the EU average, but increased between 2006 and 2014.

There is no information on drink-driving in Latvia.

The car fleet in Latvia is old related to the EU average.

Vehicles

Table 17: State of the vehicle fleet in Latvia compared to the EU average

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤ 2 years: 3%	≤ 2 years: 9%
- 3 to 5 years: 5%	3 to 5 years: 13%
- 6 to 10 years: 20%	6 to 10 years: 28%
- > 10 years: 72%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 57,3%	5 stars: 52,5%
- 4 stars: 3,3%	4 stars: 4,5%
- 3 stars: 3,3%	3 stars: 2,9%
- 2 stars: 0,6%	2 stars: 0,5%
- not tested: 38,4%	not tested: 39,6% ³

Source: [1] EUROSTAT; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Latvia versus the average in EU

Protective systems	EU average ⁴
Daytime seat-belt wearing in cars and vans (2012):	(2015)
- 84% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 39% rear	69,5% rear
- no information on % child restraints	not available
Helmet use (2013):	
- no information on % powered two-wheelers riders	not available
- 13% cyclists [2]	

Sources: [1] ETSC, 2014; [2] ETSC, 2015

Seat-belt wearing rates are lower in Latvia than on average in the EU.

³ Based on data of 25 EU countries (excl. HR, LU and MT).

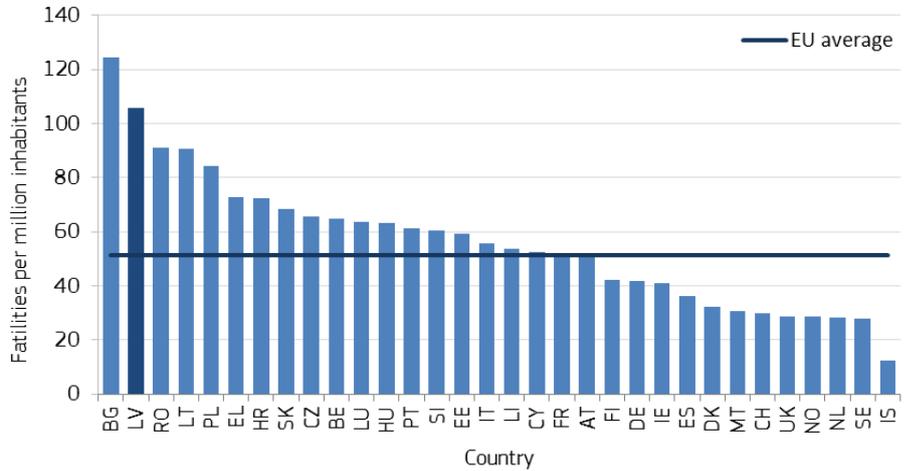
⁴ Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

Road Safety Outcomes

General positioning

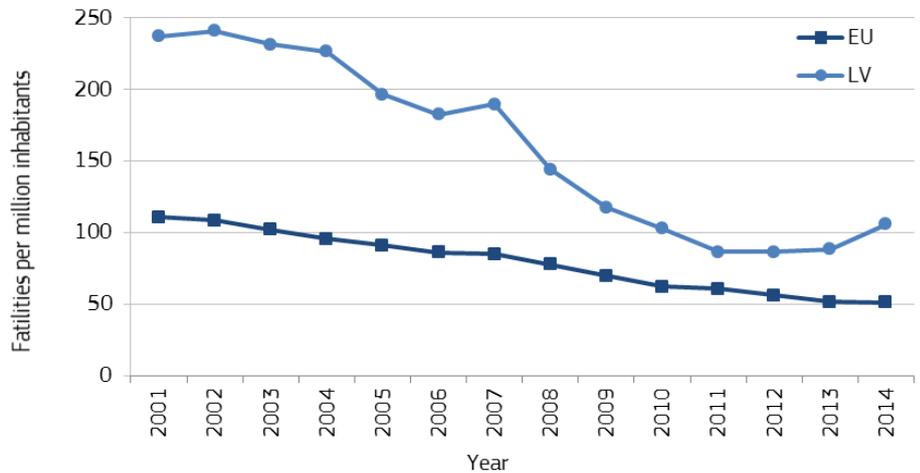
The fatality rate of Latvia has been substantially higher than the EU average (around 106 fatalities per million population in 2014) in most years between 2001 and 2014.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Latvia and the EU average



Sources: CARE, Eurostat

The fatality rate of Latvia has been substantially higher than the EU average in most years between 2001 and 2014.

The share of pedestrian fatalities is higher compared to the EU average.

Transport mode

The share of pedestrian fatalities is substantially higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2004 and 2014 was 7%, it was 9% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 10% and 6% respectively.

Table 19: Reported fatalities by mode of road transport in Latvia compared to the EU average

Transport mode	2004	2014	Average annual change	Share in 2014	EU average (2014)
Pedestrians	197	71	-10%	33%	22%
Car occupants	228	91	-9%	43%	45%
Motorcyclists	21	10	-7%	5%	15%
Mopeds	4	6	4%	3%	3%
Cyclists	30	16	-6%	8%	8%
Bus/coach occupants	11	1	-21%	0%	1%
Lorries or truck occupants	16	11	-4%	5%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Latvia versus the EU average

Age and gender	2004	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0 - 14 years	0	6	-	3%	2%
15 - 17 years	10	0	-100%	0%	1%
18 - 24 years	17	3	-15%	2%	2%
25 - 49 years	48	15	-10%	8%	7%
50 - 64 years	23	4	-15%	2%	4%
65+ years	36	16	-7%	9%	8%
Males					
0 - 14 years	6	5	-2%	3%	2%
15 - 17 years	11	6	-5%	3%	1%
18 - 24 years	54	17	-10%	10%	10%
25 - 49 years	171	51	-10%	29%	28%
50 - 64 years	72	38	-6%	21%	16%
65+ years	44	17	-8%	10%	14%
Nationality of driver or rider killed					
National	473	168	-9%	94%	n/a
Non-national	43	10	-12%	6%	n/a

Sources: CARE, national sources

The share of road fatalities by age and gender in Latvia is similar to the EU average.

Fatalities in rural areas are over-represented in Latvia.

Location

Fatalities in rural areas are over-represented in Latvia compared to the EU average.

Table 21: Reported fatalities by location in Latvia compared to the EU average

Location	2004	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	142	44	-8%	23%	37%
Rural areas	374	144	-7%	77%	53%
Motorways	n/a	n/a	-	-	7%
Junctions	55	23	-6%	12%	20%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Latvia compared to the EU average

Conditions	2004	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	223	106	-7%	56%	50%
During night-time	261	77	-11%	41%	30%
Weather conditions					
While raining	34	17	-6%	9%	10%

Sources CARE, national sources

The share of fatal single vehicle accidents in Latvia is higher than the EU average.

Single vehicle accidents

Table 23: Reported fatalities by type in Latvia compared to the EU average

Accident Type	2004	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	145	60	-9%	32%	24%

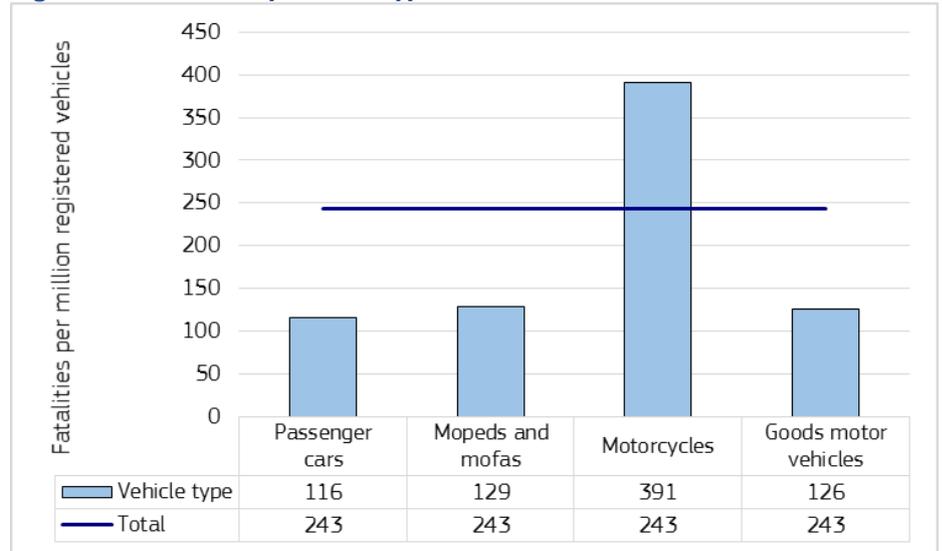
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

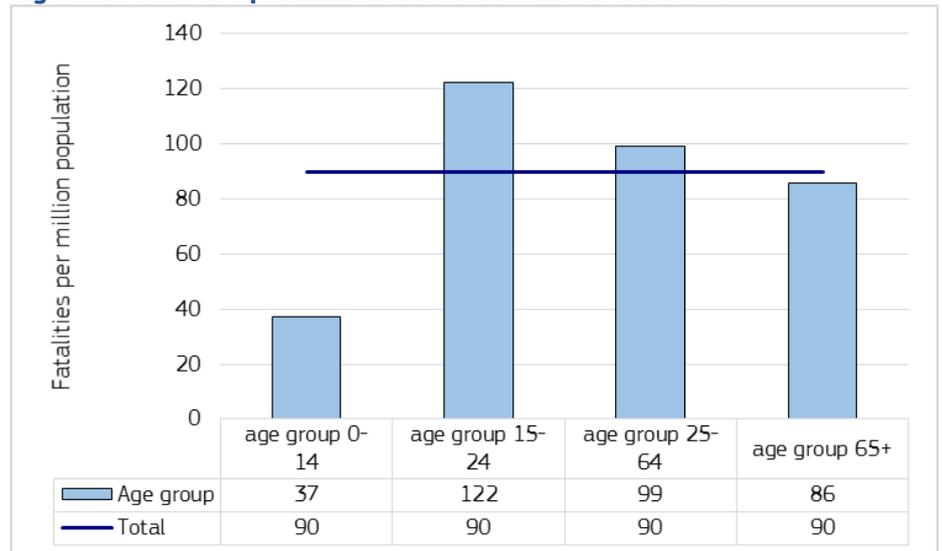
Risk Figures

Figure 3: Fatalities by vehicle type in Latvia in 2012



Sources CARE, UNECE

Figure 4: Fatalities per million inhabitants in Latvia in 2015



Sources: CARE, EUROSTAT

Risk in Latvia is highest for motorcyclists and youngsters.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁵ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Latvia versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Latvian cost of road accident casualties is among the lowest costs in the EU.

⁵ Value of Statistical Life

Latvia has a 0,2‰ limit for drink-driving of novice drivers, but there is no information on drink-driving in Latvia.

Synthesis

Safety position

- Latvia is the country with the second highest fatality rate among the European countries in 2014 (around 106 fatalities per million population).

Scope of problem

- The share of pedestrian fatalities is significantly higher than the EU average. The risk of dying in a road accident in Latvia, however, is highest for motorcyclists.
- Fatalities in rural areas are over-represented in Latvia.
- Latvia has no motorways.
- Seat-belt law enforcement is assessed as less effective than in most EU countries, which is reflected also by the low seat-belt wearing rates, compared to the EU average.
- In Latvia, the amount of speed tickets per population is below the EU average.
- The car fleet in Latvia is quite old related to the EU average.

Recent progress

- Latvian fatality rates decreased in the last decade, especially between 2007 and 2011, but stagnated and even increased thereafter.
- The amount of speed tickets per population increased between 2006 and 2014.

Remarkable road safety policy issues

- High risk site treatment, road safety inspections and audits, and safety impact assessment are obligatory in Latvia.
- Latvia has a 0,2‰ limit for drink-driving of novice drivers, but there is no information on drink-driving in Latvia.
- For buses, coaches and taxis, the mandatory inspection period is half the most common period in the EU.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2016.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2016 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview - Latvia, European Commission, Directorate General for Transport, September 2016.

