European Commission

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Road Safety Country Overview

Lithuania

Transport

Structure and Culture

Basic Data

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

Basic data of Lithuania	EU average
- Population: 2,89 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 65.300 km^2 (2015)[2]	159.678 km^2 (2015)
(4% water) (2015)[4]	2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): - 0,9°C	5,1°C
- Average summer temperature (May to Oct.): 10,2°C	16,6°C
- Annual precipitation level: 664 mm	691,5 mm
- Exposure: 1.111 million passenger km (2015) [1]	168.260 million vehicle km (2015)
- 0,47 vehicles per person (2015) [2]	0,57 (2015)

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

Lithuania has a low population density.

Country characteristics

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

Characteristics of Lithuania	EU average
- Population density: 46,4 inhabitants/km^2 (2015) [2]	114 inhabitants/km^2 (2015)
- Population composition (2015) [2]	
14,6% children (0-14 years)	15,6% children
66,6% adults (15-64 years)	65,6% adults
18,7% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €12.923 (2015) [2]	€26.300 (2015)
- 66,5% of population lives inside urban area (2015)[4]	72,6% (2015)
- Special characteristics [4]: lowland, many scattered small lakes	

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

Structure of road safety management

In Lithuania the policies of the road safety and reduction of the negative environmental impact of transport modes are formed by the Ministry of Transport and Communications of the Republic of Lithuania.

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

Table 3: Key actors per function in Lithuania

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport and Communications - Lithuanian Road Administration
2. Monitoring of the RS development in the country	- Traffic Safety Commission (The Commission approved by the Government consists of governmental/state administration and municipal administration bodies and representatives of NGOs)
3. Improvements in road infrastructure	- The Lithuanian Road Administration (LRA) under the Ministry of Transport and Communications
4. Vehicle improvement	- The State Road Transport Inspectorate under the Ministry of Transport and Communications
5. Improvement in road user education	- The State Road Transport Inspectorate under the Ministry of Transport and Communications - Ministry of Education - LRA
6. Publicity campaigns	- Traffic Safety Commission
7. Enforcement of road traffic laws	- Police
8. Other relevant actors	- Lithuanian National Association Helping Traffic Victims (NPNAA) - Universities and research institutes

Sources: national sources

In Lithuania the policies of the road safety are formed by the Ministry of Transport and Communications.

Attitudes towards risk taking

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

Programmes and measures

National strategic plans and targets

- The current National Traffic Safety Development Programme in Lithuania spans the years 2011-2017.
- Targets:

Lithuania developed a new National Traffic Safety Development Programme for 2011-2017.

Table 5: Road safety targets for Lithuania

Year	Fatalities
2017	Max. 60 fatalities per million population

Source IRTAD, 2017

- Priority topics: It is planned to improve:
  - road user behaviour
  - vehicle safety
  - infrastructure
  - rescue service quality
  - the accident data collection system

(Source: IRTAD, 2017)

Road infrastructure

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

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	70/90
Motorways	100/130

Source: EC DG-Move, 2017

- Special rules for:
  - 70 km/h on rural roads and 90 km/h on motorways for drivers under 2 years of driving experience
  - 110 km/h on motorways during winter

- Guidelines and strategic plans for infrastructure are available in Lithuania.

(Sources: EC-DG-Move, 2017; IRTAD, 2017)

Lithuania uses high risk site treatment and road safety audits to improve infrastructure.

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

Obligatory parts in Lithuania:	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: yes	81%
Road safety inspections: no	89%
High risk site treatment: yes	74%

Sources: IRTAD, 2015

- Recent activities of road infrastructure improvement have been addressing:
  - In 2014 a national method to manage city black spots was approved and a pilot project was implemented for the five largest cities.

(Sources: IRTAD 2017)

Traffic laws and regulations

Lithuania has lower legal drink-driving levels than most other EU countries.

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

Regulations in Lithuania [1]	Most common in EU (% of countries)
Allowed BAC[1] levels:	
- General population: 0,4‰	0,5‰ (61%)
- Novice drivers: 0,0‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,0‰	0,2‰ (36%) and 0,0‰ (36%)
- Moped and motorcycle drivers: 0,0‰	
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 up to 18 years old, recommended for others	Not obligatory (46%)
- Daytime running lights are mandatory.	

Sources: [1] EC DG-Move, 2017

Enforcement

Effectiveness of traffic enforcement effort is quite similar to the most EU countries.

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

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

Source: WHO, 2015

[1] Blood Alcohol Concentration

Road User Education and Training

Road safety education is available in Lithuania on a voluntary basis.

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

Education and training in Lithuania	Most common in EU (% of countries)
General education programmes:	
- Primary school: voluntary	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16 years for A1 category; 18 years for A2 category; 20/24 for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 21 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

Public Campaigns

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

Campaigns in Lithuania	Most common issues in EU (% of countries)
Organisation:	
- The State Traffic Safety Council	
Main themes:	
- speed - drink-driving - seat-belt - education of school children - Hassle-free holidays - Politeness among drivers	Drink-driving (96%) Speeding (86%) Seat-belt (79%)

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

Vehicles and technology (national developments)

Mandatory inspection periods are longer for passenger cars than the most common periods in the EU.

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 3 years, then every 24 months	Every 12 months (39%)
Motorcycles: first inspection after 3 years, then every 24 months	Every 24 months (32%)
Buses or coaches: first inspection after 1 year, then every 6 months	Every 12 months (61%)
Lorries or trucks: no information	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

There is a low amount of speed checks per population in Lithuania, nevertheless, the amount of speed offenders has decreased on rural roads over time.

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

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	18	50	12,0%	94

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

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

Road type	2004	2012	Average annual change	EU average
Motorways	15%	19%	3,0%	n/a
Rural roads	43%	35%*	-5,0%	n/a
Urban roads	n/a	43%	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015
*Data from 2008

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

Road type	2004	2012	Average annual change	EU average
Motorways	106	109	0,3%	n/a
Rural roads	88	87,6 km/h*	-0,1%	n/a
Urban roads	n/a	57,9 km/h**	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015
*Data from 2008
**Data from 2006

Alcohol

The amount of road side surveys per population is low in Lithuania and drink-driving has increased between 2006 and 2015.

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

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	31	48	5,0%	209
% tested over the limit	1,4%	1,8%	2,8%	2,2%

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

Vehicles

The majority of cars in Lithuania is older than 10 years.

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

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 2,1%	<2 years: 10,5%
- 2 to 5 years: 3,6%	2 to 5 years: 12,5%
- 5 to 10 years: 15,3%	6 to 10 years: 26,0%
- > 10 years: 79,0%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 58,3%	5 stars: 52,5%
- 4 stars: 1,3%	4 stars: 4,5%
- 3 stars: 1,7%	3 stars: 2,9%
- 2 stars: 0,6%	2 stars 0,5%
- not tested: 38,2%	not tested: 39,6%[2]

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Rear seat-belt wearing is low in Lithuania, data for helmet use are not available.

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

Protective systems	EU average[3]
Daytime seat-belt wearing in cars and vans (2016):	(2016)
- 98% front	not available
- 98% driver	91,6% driver
- 97% front passenger	92,4% front passenger
- 26% rear	70,9% rear
- no information on % child restraints	not available
Helmet use (2016):	
- no information on % powered two-wheelers riders - no information on % cyclists	not available

Source: IRTAD, 2017

[2] Based on data of 25 EU countries (excl. HR, LU and MT).
[3] Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

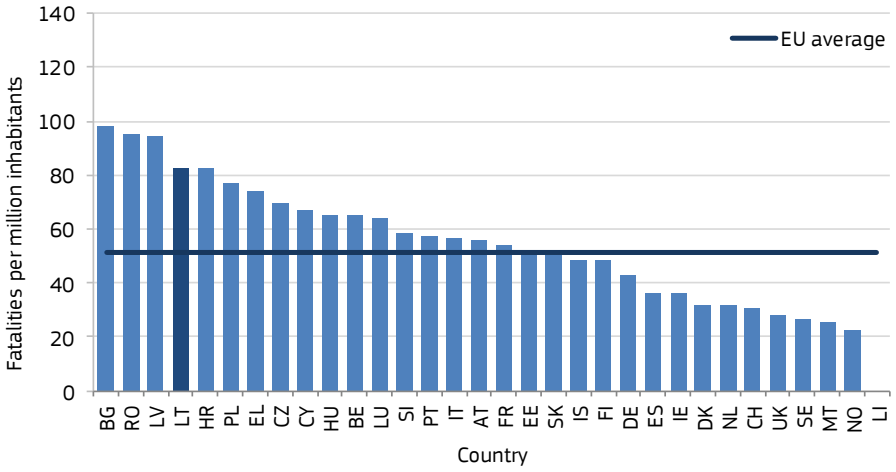
Road Safety Outcomes

General positioning

The fatality rate of Lithuania is higher than the EU average (around 83 fatalities per million population in 2015). Lithuania's rate rose from 2001 to 2015 while the EU average dropped in the same period.

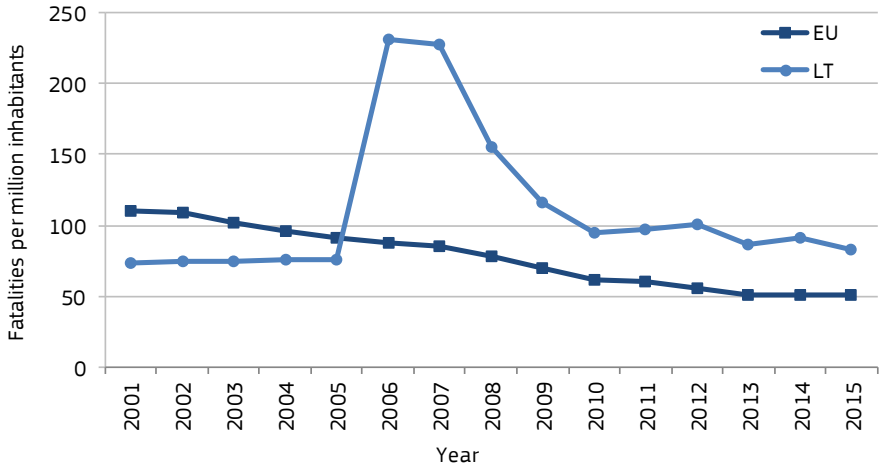
The fatality rate of Lithuania is higher than the EU average. It rose constantly between 2001 and 2015.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Lithuania and the EU average



Sources: CARE, Eurostat

The share of pedestrian fatalities is much higher than the EU average.

Transport mode

The share of pedestrian fatalities is much higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2013 and 2015 was 13%, the fatalities of car occupants increased (+6%) in the same period. The annual rate of cyclist fatalities (+22%) rose as well. The annual reduction rate of pedestrian fatalities were 16%.

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

Transport mode	2013	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	96	81	-16%	33%	21%
Car occupants	108	115	6%	48%	46%
Motorcyclists	15	13	-13%	5%	15%
Mopeds	4	3	-25%	1%	3%
Cyclists	18	22	22%	9%	9%
Bus/coach occupants	1	1	0%	0%	0%
Lorries or truck occupants	7	4	-43%	2%	5%

Sources: CARE, national sources

Age, gender and nationality

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

Age and gender	2013	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	4	1	-75%	0%	1%
15 – 17 years	1	2	100%	1%	1%
18 – 24 years	6	3	-50%	1%	3%
25 – 49 years	15	23	53%	10%	6%
50 – 64 years	12	14	17%	6%	4%
65+ years	23	31	35%	13%	10%
Males					
0-14 years	3	4	33%	2%	1%
15 – 17 years	3	4	33%	2%	2%
18 – 24 years	35	26	-26%	11%	11%
25 – 49 years	80	64	-20%	27%	29%
50 – 64 years	44	32	-27%	13%	16%
65+ years	29	35	21%	15%	17%
Nationality of killed person					
National	241	103	-57%	43%	n/a
Non-national	15	1	-93%	0%	n/a

Sources: CARE, national sources

Lithuania has a higher share of road fatalities of females over 25 years than the EU average.

Location

No information is available on fatalities by location in Lithuania.

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

Location	2013	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	n/a	n/a	-	-	37%
Rural areas	n/a	n/a	-	-	54%
Motorways	n/a	n/a	-	-	8%
Junctions	n/a	n/a	-	-	20%

Sources: CARE, national sources

Lighting and weather conditions

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

Conditions	2013	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	118	131	11%	49%	52%
During night-time	117	113	-3%	42%	31%
Weather conditions					
While raining	23	21	-9%	9%	9%

Sources CARE, national sources

Single vehicle accidents

The share of fatal single vehicle accidents in Lithuania is a bit lower than the EU average.

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

Accident Type	2013	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	65	58	-11%	24%	29%

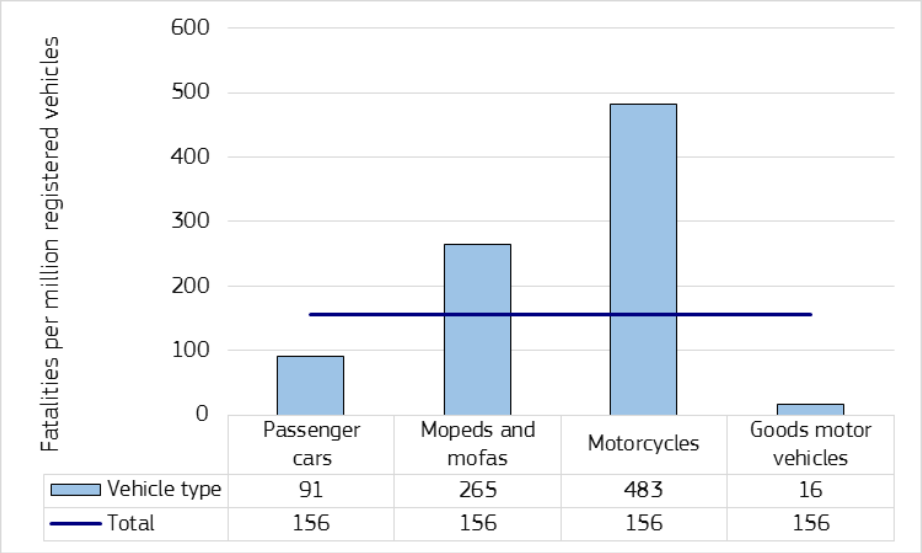
Sources: CARE, national sources

Under-reporting of casualties

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

Risk Figures

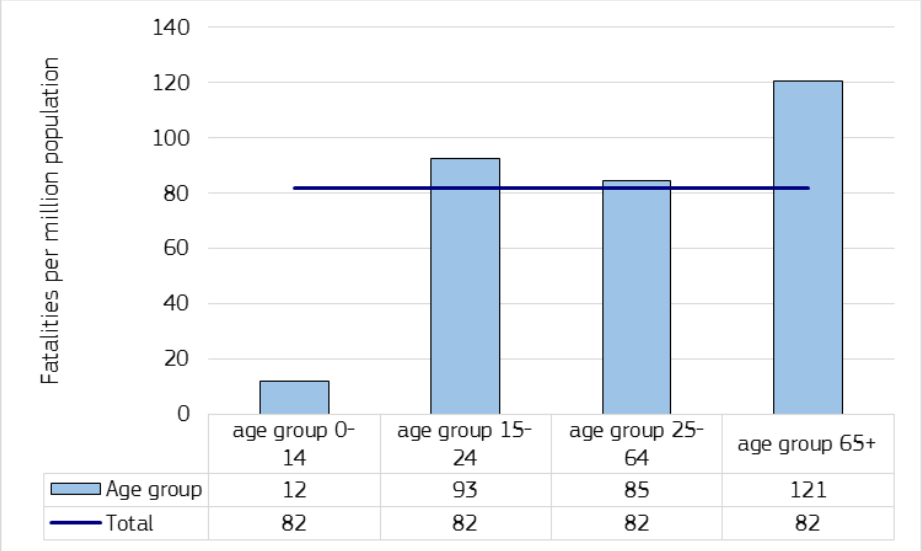
Figure 3: Fatalities by vehicle type in Lithuania in 2015



Sources CARE, IRTAD

In Lithuania risk is high for motorcyclists, youngsters and middle-aged people (25-64 years).

Figure 4: Fatalities per million inhabitants in Lithuania in 2015



Sources: CARE, EUROSTAT

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 (VSL[4] 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:

Estimated cost of road accident casualties in Lithuania is one of lowest among the EU countries.

Table 24: Cost (€) per injury type in Lithuania 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

[4] Value of Statistical Life

Synthesis

Safety position

- Lithuania with 83 fatalities per million population in 2015 is one of the countries with the highest fatality rates among the European countries.

Scope of problem

- The highest shares of road fatalities in Lithuania are among car occupants and pedestrians. The latter is significantly higher than the EU average.
- Rear seat-belt wearing rates are low in Lithuania.
- Lithuania has one of the highest shares of old cars (> 10 years) in the EU.
- The amount of road side surveys per population for drink-driving is low in Lithuania and the percentage of offences has increased between 2006 and 2015.

The majority of EU-recommended road safety laws is adopted by the country.

Recent progress

- Lithuania's rate rose from 2001 to 2015, while the EU average dropped in the same period.
- The amount of speed offenders on rural roads has decreased over time, despite the low number of speed checks per population.
- Lithuanian new cars are rated with higher EuroNCAP car occupant score than the EU average.

Remarkable road safety policy issues

- The majority of EU-recommended road safety laws is adopted by the country.
- Effectiveness of traffic enforcement effort of most issues is quite similar to the most common in the EU.
- Lithuania uses high risk site treatment and road safety audits to improve infrastructure.
- Lithuania has lower legal drink-driving levels than most other EU countries.

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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 2017.

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 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project DaCoTA.

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8. Please refer to this Report as follows:
European Commission, Road Safety Country Overview - Lithuania, European Commission, Directorate General for Transport, September 2017.

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