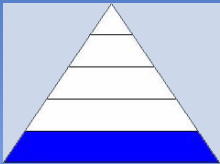


Lithuania



Structure and Culture

- **Basic data**

Table 1: Basic data of Lithuania in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA; [5] UNECE)

Basic data of Lithuania	European average
– Population: 3.3 million inhabitants (2010)	17.1 million (2010) ⁱ [1,2]
– Area: 65 000 km ² (2010) (4% water) (2010)	156.225 km ² (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): -2°C Average summer temperature (May to Oct.): 15°C Annual precipitation level: 705 mm (2004)	(2010) 6°C 16°C 747 mm
– Vehicle fleet: data on vehicle km not available 1.8 billion vehicles (93% passenger cars, 1% lorries, trucks and tractors; 2008) [5]	168 billion vehicle km (2010 ⁱⁱ) [1] 12 million vehicles (2010 ⁱⁱⁱ) [1,2]
– 0.55 motorised vehicles per person (2008)	0.7(2010 ^{iv} , ^v) [1,2]

- **Country characteristics**

Table 2: Characteristics of Lithuania in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Lithuania	European average
– Population density: 51 inhabitants/km ² (2010)	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition: is not available	16% children, 67% adults, 17% elderly (2009 ^{iv}) [1,2]
– Gross Domestic Product (GDP) per capita: €8 300 (2010)	€26 100 (2010) [1,2]
– 41% of population lives inside urban area (2010)	42% (2010 ^v) [1,2]
– Special characteristics: tourism is growing in Lithuania.	

Lithuania has a low population density.



ⁱ Based on 30 European countries; data of HU = 2009.

ⁱⁱ Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

ⁱⁱⁱ Based on 28 European countries (excl. CY and LT); data of EL, IT, PL, PT and UK = 2009; data of BE, EE, ES, RO and NO = 2008; data of IE = 2007; data of MT and SK (2002).

^{iv} Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

^v Based on 29 European countries (excl. IS).

Road Safety Country Overview-Lithuania

- **Structure of road safety management**

- Road safety activities are centralized in Lithuania.
- There are three levels in the Lithuanian road safety structure: the first and highest level involves the Government and the Traffic Safety Commission; the second level is the ministerial level; the third level is an executive level to which all institutions under the ministries belong.

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

Table 3: Key actors per function in Lithuania. (Sources: DG-TREN, 2005; 2010)

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS programme 	<ul style="list-style-type: none"> – The Ministry of Transport and Communications: responsible for road safety. – The State Traffic Safety Council: lead agency dealing with road safety.
2. Monitoring of the RS development in the country	The State Traffic Safety Council
3. Improvements in road infrastructure	The Lithuanian Road Administration
4. Vehicle improvement	The Traffic Safety Department (Ministry of Transport)
5. Improvement in road user education	<ul style="list-style-type: none"> – The Lithuanian Road Administration (Ministry of Transport) – The State Road Transport Inspectorate (Ministry of Transport) – The Traffic Safety Department. – The Ministry of Education and Science
6. Publicity campaigns	The State Traffic Safety Council
7. Enforcement of road traffic laws	The Traffic Police (Ministry of the Interior)
8. Other relevant actors	<ul style="list-style-type: none"> – The Ministry of Health: responsible for the first aid given to traffic participants involved in accidents; – Research: The Transport and Road Research Institute, Automobiles Transport Department of Vilnius Gediminas Technical University, Transport Scientific Research Centre (joint Lithuanian - Polish enterprise); – Municipalities; – Media, NGO's.

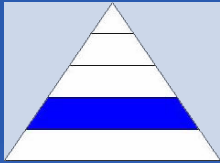
- **Attitudes towards risk taking**

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

Road safety policy in Lithuania is organised along three levels: government, ministry, execution.



Road Safety Country Overview-Lithuania



The road safety plan of Lithuania is under preparation.

Programs and measures

- **National strategic plans and targets**
 - A new strategy for 2011-2015 is under preparation.
 - Targets:

Table 4: The latest available road safety targets for Lithuania

Year	Fatalities	Serious injuries
2010	-50%	-20%
2015	unknown	unknown

- Priority topics (in the forthcoming plan):
 - education of road users,
 - driver training,
 - enforcement,
 - infrastructure,
 - safety of vehicles,
 - ITS,
 - emergency services.

(Source: DG-TREN, 2005; 2010; OECD/ITF, 2011)

- **Road infrastructure**

Table 5: Description of the road categories and their characteristics in Lithuania (Source: TIS.PT, 2003).

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90
Motorways	110

- Special rules for:
 - Trucks > 7.5 ton: 80 km/h
 - Light motorcycles (A1; until 18 years): 80 km/h
- Guidelines and strategic plans for infrastructure are available in Lithuania and mainly directed at the reconstruction of junctions.

Table 6: Obligatory parts of infrastructure management in Lithuania and other European countries. (Sources: DG-TREN, 2010)

Obligatory parts in Lithuania:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black-spot treatment: yes	47% ^{vi}

- Recent activities on road infrastructure improvements have been addressing black-spot analysis.

Lithuania uses black spot treatment, audits and inspections to improve infrastructure.



^{vi} Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

Road Safety Country Overview-Lithuania

Traffic laws and regulations

Table 7: Description of the regulations in Lithuania in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008)

Regulations in Lithuania	Most common in Europe (% of countries)
Allowed BAC level: 0.4‰; – Novice drivers: 0.2‰; – Professional drivers: 0.2‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: prohibited – Hands free: allowed [3]	Not allowed (97%) [2,3] -
Use of restraint systems: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory [3]	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: compulsory under 18 years, recommended for elderly [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vii}) [2,3]
– New cars have to be fitted with dedicated daytime running lights [4]. – A demerit point system is in place [3].	

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

Enforcement

Table 8: Effectiveness of enforcement effort in Lithuania according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Lithuania	Most common in Europe (% of countries)
Speed legislation enforcement	6	7 (35%)
Seat-belt law enforcement	6	7 (43%) ^{viii}
Child restraint law enforcement	5	6 (27%) ^{ix}
Helmet legislation enforcement	6	9 (39%) ^{ix}

Enforcement effectiveness is assessed as lower than average in Lithuania, but drink-driving enforcement is improving.



^{vii} Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

^{viii} Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

^{ix} Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

Road Safety Country Overview-Lithuania

Table 9: Performance of enforcement effort in Lithuania according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)

Issue	Score for Lithuania	Most common in Europe (% of countries)
Speeding	needs to do more	Is improving (50%)
Drink driving	is improving	Is improving (79%) ^x
Seat belt use	needs to do more	Is improving (52%) ^{xi}

• Road user education and training

Table 10: Road user education and training in Lithuania, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Lithuania	Most common in Europe (% of countries)
General education programmes: – Primary school: voluntary – Secondary school: voluntary – Other groups: no information	Primary school - Compulsory (65%) ^{xii} Secondary school - Compulsory (50%) ^{xiii} [1,2] -
Driving licences thresholds: – Passenger car: 18 years – Motorised two wheeler: 18 - 21 years – Busses and coaches: 21 years – Lorries and trucks: 21 years	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%) ^{xiv} 21 years (79%) ^{xv} [2,3]

• Public campaigns

Table 11: Public campaigns in Lithuania, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Lithuania	Most common issues in Europe (% of countries)
Organisation: – The State Traffic Safety Council.	
Main themes: – Drink-driving, – Seat-belt – Speeding – Hassle-free holidays – Politeness among drivers – Education of school children	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - -

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



^x Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

^{xi} Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

^{xii} Based on data of 26 countries (excl. BG, CH, NO and RO).

^{xiii} Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

^{xiv} Based on data of 29 countries (excl. NO).

^{xv} Based on data of 28 countries (excl. IE and NO).

Road Safety Country Overview-Lithuania

There is no information on mandatory vehicle inspection periods in Lithuania.

- **Vehicles and technology (national developments)**

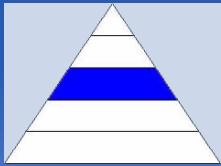
Table 12: Developments of vehicles and technology in Lithuania, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: no information	Every 12 months (41%)
Motor cycles: no information	Every 12 months (35%)
Busses or coaches: no information	Every 12 months (41%)
Lorries or trucks: no information	Every 12 months (41%) ^{xvi}



^{xvi} Based on data of 17 countries (excl.BG, CH, CY, CZ, EE, HU,LT, MT, NO, RO, SI, SK).

Road Safety Country Overview-Lithuania



There is a low but decreasing amount of speed checks per population in Lithuania, but the amount of speed offenders (not mean speed) has decreased over time.

Road Safety Performance Indicators

• Speed

Table 13: Number of speed checks in Lithuania versus the European average
(Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tickets/1000 population	18	10	-44%	90.8 ^{xvii}

Table 14: Percentage of speed offenders per road type in Lithuania compared to the European average (Source: ETSC, 2010)

Road type	2001	2008	Average annual change	European average
Motorways	32%	21%	-1.5%	Not available
Rural roads	45%	35%	-1.6%	Not available
Urban roads	Not available	43%*	Not available	Not available

* 2006

Table 15: Mean speed per road type in Lithuania compared to the European average
(Source: ETSC, 2010)

Road type	2001	2008	Average annual change	European average
Motorways	97 km/h	107 km/h	1.4 km/h	Not available
Rural roads	88 km/h	88 km/h	0.0 km/h	Not available
Urban roads	Not available	58 km/h*	Not available	Not available

* 2006

• Alcohol

Table 16: Road side surveys for drink-driving in Lithuania compared to the European average (Source: ETSC, 2010)

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	31	40	29%	145.8 ^{xviii}
% found over the limit	1.4%	1.7%	21%	Not available

The amount of road side surveys per population is low in Lithuania and drink-driving has increased between 2006 and 2008.



^{xvii} Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

^{xviii} Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview-Lithuania

• Vehicles

Table 17: State of the vehicle fleet in Lithuania compared to the European average
(Source: ETSC, 2009)

Vehicle fleet in Lithuania	European average
Cars per age group (2009): <ul style="list-style-type: none"> – 2% ≤ 2 years, – 4% 2 to 5 years, – 10% 6 to 10 years, – 84% > 10 year. 	Passenger cars (2009) ^{xx} 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> – 5 stars: 43% – 4 stars: 37% – 3 stars: 5% – 2 stars: 0% 	53% 31% 7% 1% ^{xx}

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

• Protective systems

Table 18: Protective system use in Lithuania versus the average in Europe (Source: Vis & Eksler, 2008; national sources)

Use of protective systems in Lithuania	European average
Daytime seat belt wearing in cars and vans (2006): <ul style="list-style-type: none"> – 44% front, – No information on % driver – No information on % front passenger – No information on % rear, – No information on % child restraint systems 	(2007) 85% front ^{xxi} , Not available Not available 60% rear ^{xxii} , Not available
Helmet use: <ul style="list-style-type: none"> – No information on % motor rides, – No information on % moped riders, – No information on % cyclists 	Not available Not available Not available

Seat-belt wearing is low in Lithuania and data are only available of the front part of the vehicle.



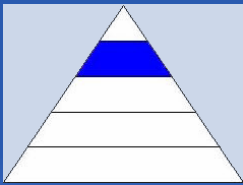
^{xix} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{xx} Based on data of 27 countries (excl. CY, IS and MT).

^{xxi} Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

^{xxii} Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview-Lithuania



Lithuania has more fatalities per population than the European average, but over the last decade, 2001-2010, the number of fatalities per population in Lithuania has decreased by 55%.

Road Safety Outcomes

- General positioning

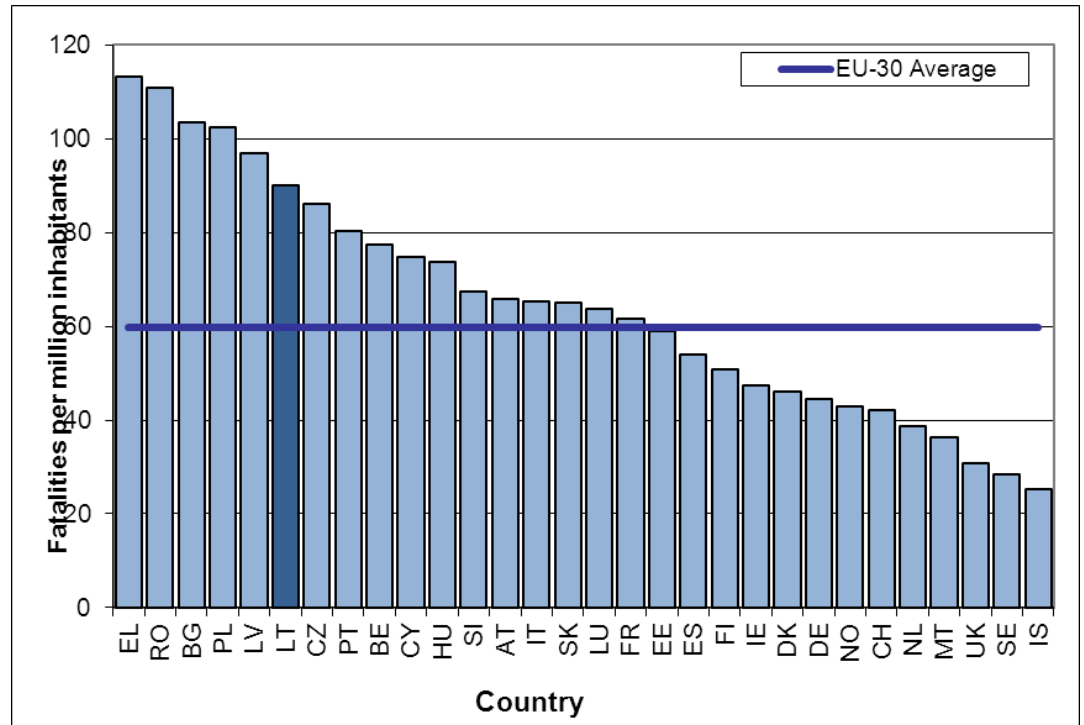


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

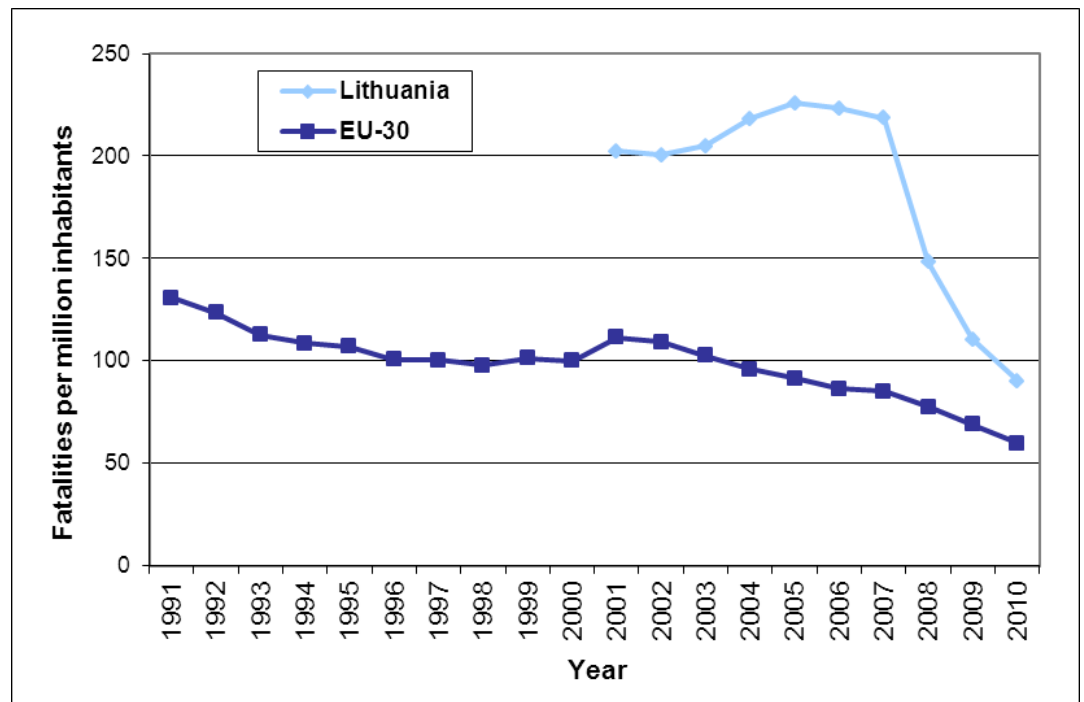


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-Lithuania

• Transport mode

Table 19: Reported fatalities by mode of transport in Lithuania compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2010	Average annual change	% in year	European average (2009 ^{xxiii})
Pedestrians	n.a.	n.a.	n.a.	n.a.	18%
Car occupants	n.a.	n.a.	n.a.	n.a.	47%
Motorcyclists	n.a.	n.a.	n.a.	n.a.	13%
Mopeds	n.a.	n.a.	n.a.	n.a.	2%
Cyclists	n.a.	n.a.	n.a.	n.a.	5%
Bus/coach occupants	n.a.	n.a.	n.a.	n.a.	<1%
Lorries or truck occupants	n.a.	n.a.	n.a.	n.a.	4%

• Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Lithuania versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2010	Average annual change	% in 2010	European average (2009 ^{viii})
Females					24%
0-14 years	n.a.	n.a.	n.a.	n.a.	1%
15 – 17 years	n.a.	n.a.	n.a.	n.a.	1%
18 – 24 years	n.a.	n.a.	n.a.	n.a.	4%
25 – 49 years	n.a.	n.a.	n.a.	n.a.	7%
50 – 64 years	n.a.	n.a.	n.a.	n.a.	3%
65+ years	n.a.	n.a.	n.a.	n.a.	7%
Males					75%
0-14 years	n.a.	n.a.	n.a.	n.a.	2%
15 – 17 years	n.a.	n.a.	n.a.	n.a.	2%
18 – 24 years	n.a.	n.a.	n.a.	n.a.	13%
25 – 49 years	n.a.	n.a.	n.a.	n.a.	31%
50 – 64 years	n.a.	n.a.	n.a.	n.a.	12%
65+ years	n.a.	n.a.	n.a.	n.a.	12%
Nationality of driver or rider killed					
National	n.a.	n.a.	n.a.	n.a.	Not available
Non-national	n.a.	n.a.	n.a.	n.a.	Not available

• Location

Table 21: Reported fatalities by location in Lithuania compared to the European average of the last year available (Source: CARE, national sources).

Location	2001	2010	Average annual change	% in 2010	European average (2009 ^{viii})
Built-up areas	n.a.	n.a.	n.a.	n.a.	33%
Rural areas	n.a.	n.a.	n.a.	n.a.	49%
Motorways	n.a.	n.a.	n.a.	n.a.	5%
Junctions	n.a.	n.a.	n.a.	n.a.	12%

There is no data on disaggregations of fatalities in Lithuania.



^{xxiii} Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview-Lithuania

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Lithuania compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxiv})
Lightning conditions					
During daylight	n.a.	n.a.	n.a.	n.a.	55%
During nighttime	n.a.	n.a.	n.a.	n.a.	39%
Weather condition					
While raining	n.a.	n.a.	n.a.	n.a.	10%

• Single vehicle crashes

Table 23: Reported fatalities by type in Lithuania compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxv})
Single vehicle crash	n.a.	n.a.	n.a.	n.a.	40%

• Under-reporting of casualties

- Fatalities: no information.
- Hospitalised: no information.

(Source: CARE)

• Risk figures

- As no disaggregation information is available about fatalities in Lithuania, risk figures are also not available.

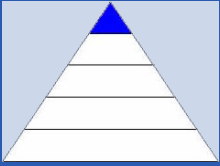
Risk figures are not available for fatalities in Lithuania due to lack of information about characteristics of fatalities.



^{xxiv} Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

^{xxv} Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview-Lithuania



For Lithuania, estimated road safety costs are not available.

Social Cost

- Total costs of road crashes: no information
- Percentage of GDP: no information

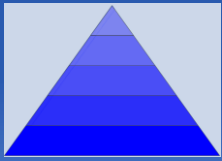
Table 24: Cost (in million Euro) per injury type in Lithuania versus the European average (Source: Bickel et al., 2006).

Injury type	Value	European average ^{xxvi}
Fatal	Not available	1.28
Hospitalised	Not available	0.18
Slightly injured	Not available	0.02



^{xxvi} Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

Road Safety Country Overview-Lithuania



Synthesis

- **Safety position**

- In terms of total road accident fatalities per population, Lithuania is on the 25th position among the 30 European countries, so it is performing below average.

- **Scope of problem**

- High-risk groups as well as very common fatality factors cannot be indicated due to lack of detailed data.
- Enforcement effectiveness as well as the amount per population is lower than average in Lithuania, but drink-driving enforcement is improving. Drink-driving offences however have not decreased between 2006 and 2008.
- Seat-belt wearing is low in Lithuania and data are only available of the front part of the vehicle.
- Lithuania has one of the highest shares of old cars (> 10 years) in the EU.

- **Recent progress**

- Over the last decade, 2001-2010, the number of fatalities per population in Lithuania has decreased by 55%, with a steep drop in fatalities per population between 2007 and 2010.
- The amount of speed offenders (not mean speed) has decreased over time.
- Recently, the number of roadside alcohol breath tests per inhabitants has increased, but still is below the European average.

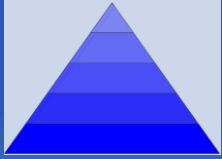
- **Remarkable road safety policy issues**

- The majority of EU-recommended road safety laws are adopted by the country.
- Most obligatory parts of the EU road infrastructure Directive were adopted by the country: safety audits, safety inspections and black-spot treatment.
- Lithuania has lower legal drink-driving levels than most other European countries.

There is no data on details of fatal crashes in Lithuania.



Road Safety Country Overview-Lithuania



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