



LITHUANIA

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Lithuania recorded 175 road deaths in 2020, 11 less than 2019, and 2 more compared to 2018, when the country recorded its lowest figure. Lithuania is one of the IRTAD countries that has achieved the strongest reduction in road deaths in recent years. Since 2000, the number of road deaths has decreased by 73%. In 2020, the Covid-19 pandemic and the consequent restrictions affected road safety results. Compared to the average for 2017-19, in 2020, the number of crashes decreased by 8%, the number of injured by 10% and the fatalities by 5%. In 2020, the Ministry of Transport and Communications introduced the new Road Safety Programme "Vision Zero". This strategy aims to achieve zero road fatalities by 2050 in Lithuania. The target for 2030 is to halve the number of road fatalities compared to 2019.

Road safety management and strategy

Since 1991, road safety performance can be divided into the following periods:

1992-96: a significant reduction in the number of fatalities occurred in 1992, immediately after the break-up of the Soviet Union. The following years saw dramatic political changes and economic austerity, but a positive trend in road safety mainly through the introduction of safer European vehicles.

- 1997-2000: in this period, traffic fatalities increased slightly, with a new peak reached in 1998. It then dropped again in the two following years due to an economic crisis in neighbouring Russia.
- 2000-07: an improved economic situation in Lithuania brought a rapid increase in traffic volume accompanied by a yearly increase in road traffic fatalities.
- 2008-17: a significant breakthrough was achieved due

Lithuania: Quick facts

Population: 2.8 million

GDP per capita: USD 20 002

Road network: 85 086 km

- urban roads: 75%
- rural roads: 24%
- motorways: 1%

Registered motor vehicles: 1.8 million

- cars: 88%
- goods vehicles: 8%
- motorcycles: 3%
- motorised two-wheelers: 3%

Speed limits:

- urban roads: 50 km/h
- rural roads: 90 km/h
- motorways: 120-130 km/h

Limits on Blood Alcohol Content:

- general drivers: 0.4 g/l
- moped and motorcycle riders: 0.0 g/l
- professional drivers: 0.0 g/l
- novice drivers: 0.0 g/l

Road fatalities: 175

- pedestrians: 30%
- cyclists: 8%
- car occupants: 50%
- motorcyclists: 11%
- other: 2%

Road fatalities per 100 000 population: 6.3

Road fatalities per 10 000 vehicles: 1.0

Cost of road crashes: 0.3% of GDP

All data 2020 unless otherwise stated.

to citizens' growing awareness of road safety issues and the European Union's official target to reduce road fatalities by 50% between 2001 and 2010. Lithuania reached the EU road safety target in 2010. The economic downturn in 2008-10 probably contributed to a reduction in traffic and a decrease in the number of road fatalities. The year 2016 saw a further marked decline, explained partly by a ban on alcohol sales in gas stations.

- 2018-30: a Vision Zero strategy for road and rail transport aims to reduce sharply the number of fatalities and serious injuries on Lithuania's roads and rail lines.

Responsibility for the organisation of road safety in Lithuania lies with the Ministry of Transport and Communications. It is supported by the Lithuanian Transport Safety Administration and the Lithuanian Road Administration. Police and municipalities are other agencies with responsibility for road safety. A State Traffic Safety Commission makes recommendations on road safety policy. It consists of representatives of state and municipal administration bodies nominated by the government.

In 2020, the Ministry of Transport and Communication introduced the Road Safety Programme "Vision Zero". The new programme aims to achieve zero road fatalities by 2050 in Lithuania. The new target for 2030 is to halve the number of road fatalities compared to 2020.

Latest road safety measures

As of 2018, Lithuania has started collecting injury data based on the Maximum Abbreviated Injury Scale (MAIS). In 2017, the Lithuanian Transport Safety Administration began conducting in-depth investigations of all fatal crashes. This allows for collecting additional information about the circumstances of crashes and designing more targeted road safety measures. In 2021, the Transport Competency Agency joined the fatal accidents investigation procedure.

In 2018, Lithuania introduced section control to enforce speed limits on road sections. At the end of 2021, there were 81 sections equipped with automated enforcement.

Lithuania's parliament approved legislation to introduce an alcohol lock programme in 2018. Since 2016, the sale of alcohol in gas stations has been prohibited. A maximum BAC level of 0.0 g/l for drivers with less than 24 months of driving experience, professional drivers, moped and motorcycle riders has been in force since 2015.

Costs of road crashes

Traffic crashes represent a high cost for society, estimated at around EUR 151 million (0.3% of GDP) in 2020. These costs are estimated using a capital approach method.

Safety performance indicators

Speed

According to police data, inappropriate speed is the leading cause of traffic crashes in Lithuania. Speeding 30 km/h above the limit is considered a serious violation. It incurs severe sanctions, including immediate licence withdrawal for novice drivers. Observations in 2019 indicated that 17% to 28% of all drivers exceed the speed limit by more than 10 km/h on state roads. In 2014, research showed that 33% of drivers exceed the speed limit by more than 10 km/h in urban areas.

Drink-driving

Driving under the influence of alcohol is another major cause of road crashes in Lithuania. Compared to the average number in 2017-19, in 2020, the number of alcohol-related crashes increased by 12%, the number of injured by 6% and the number of fatalities decreased by 22%.

The general maximum authorised blood alcohol content (BAC) in Lithuania is 0.4 g/l. For novice drivers with less than 24 months of driving experience, professional drivers, moped and motorcycle drivers, the limit has been 0.0 g/l since 1 May 2015.

Since 1 January 2016, alcohol sales in gas stations have been banned. Since 1 April 2016, driving with a BAC of 1.5 g/l and above is considered a crime and carries up to one year in prison.

In 2020, new amendments to the Code of Administrative Offenses were adopted. A driver with a BAC level between 0.41 and 1.5 g/l is fined EUR 800-1 100 and their licence is suspended from 12 to 18 months or 6 to 12 months if they drive a vehicle with alcohol interlocks for 12 to 18 months. If the licence is suspended for more than one year, the driver should complete additional driver training and pass a driving examination.

Drugs and driving

In 2020, the police reported 13 road crash injuries with a driver under the influence of drugs and alcohol. The actual number of drug-related crashes is undoubtedly higher as there is not yet a systematic process to check the presence of drugs in the case of a road crash.

Use of mobile phones while driving

In Lithuania, there is no estimate of the number of fatal crashes due to the use of mobile phones. It is not permitted to drive using a hand-held mobile phone. Hands-free mobile phones may be operated.

Seat belt and helmet use

Seat belt wearing is compulsory in Lithuania in both front and rear seats. Children below 135 cm in height must use dedicated child restraints. Based on a 2019 survey on roads of national significance, 97% of car drivers and 92% of front-seat passengers were wearing a seat belt. Only 26% of rear-seat passengers did so. In 2020, this survey was not performed. According to crash data provided by the police, 95% of drivers and 89% of passengers were wearing seat belts during a crash.

For motorcyclists, helmet wearing is the most effective passive safety habit. Helmets are compulsory for users of all motorised two-wheelers in Lithuania. However, there is no information on the helmet-wearing rate of riders of motorised two-wheelers. Bicycle helmets are mandatory for children under 18 years of age. In 2020, 84% of riders of motorised two-wheelers involved in a crash and 89% of passengers were wearing a helmet.

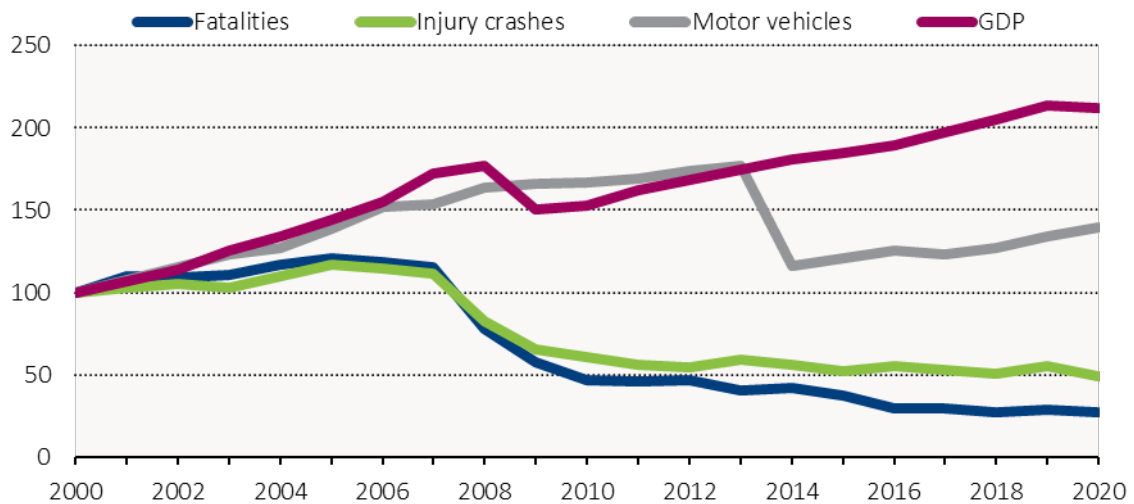
Road safety data for Lithuania at a glance

Long-term road safety trends for Lithuania

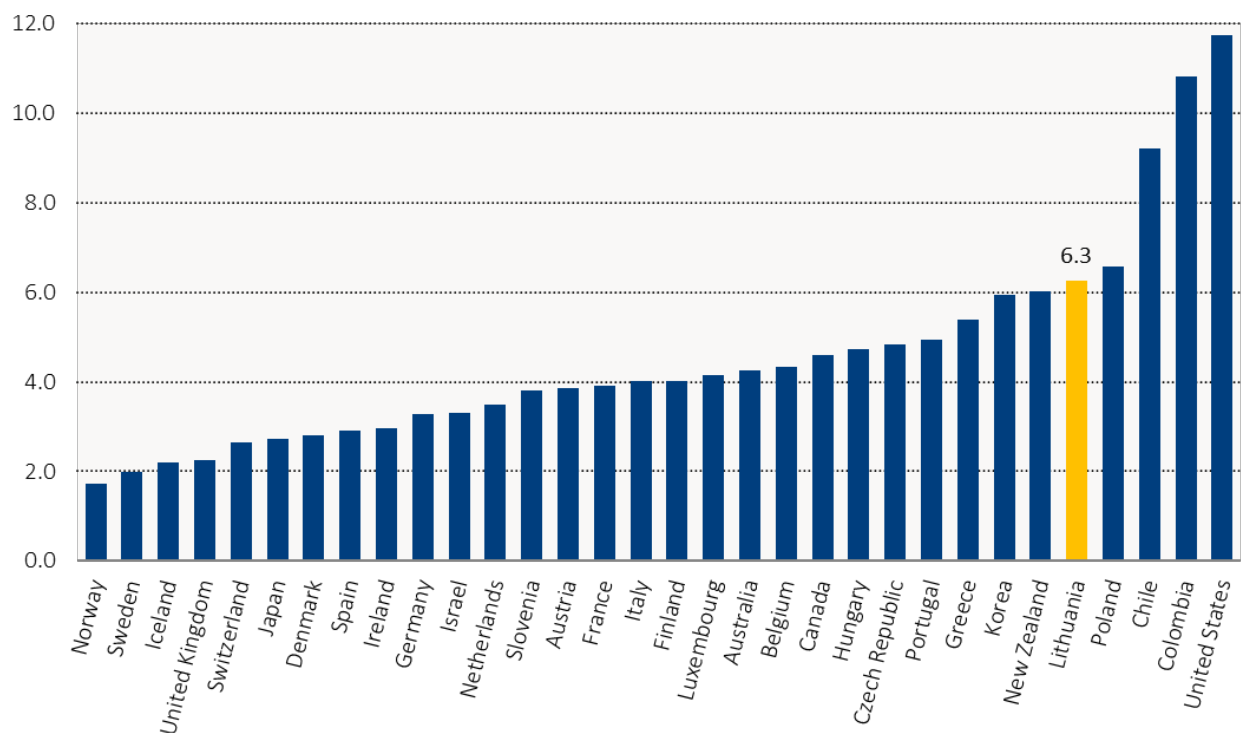
	1990	2000	2010	2018	2019	2020	2020 % change over			
							2019	2010	2000	1990
Reported safety data										
Fatalities	1 081	641	299	173	186	175	-5.9	-41.5	-72.7	-83.8
Injury crashes	5 135	5 807	3 530	2 925	3 190	2 826	-11.4	-19.9	-51.3	-45.0
Injured persons hospitalised	..	..	..	970	1 080	845	-21.8	..	..	..
Deaths per 100 000 population	29.3	18.3	9.5	6.2	6.7	6.3	-5.9	-34.2	-65.7	-78.6
Deaths per 10 000 registered vehicles	12.7	5.0	1.4	1.1	1.1	1.0	-9.8	-30.0	-80.4	-92.3
Fatalities by road user										
Pedestrians	..	..	108	71	59	52	-11.9	-51.9	..	..
Cyclists	..	..	23	9	11	14	27.3	-39.1	..	..
Moped riders	..	..	3	1	0	1	..	-66.7	..	..
Motorcyclists	..	..	15	15	23	17	-26.1	13.3	..	..
Passenger car occupants	..	..	130	73	85	87	2.4	-33.1	..	..
Other road users	..	..	20	4	8	4	-50.0	-80.0	..	..
Fatalities by age group										
0-14 years	..	..	5	5	7	2	-71.4	-60.0	..	..
15-17 years	..	..	6	4	0	4	..	-33.3	..	..
18-20 years	..	..	21	9	8	9	12.5	-57.1	..	..
21-24 years	..	..	26	16	17	9	-47.1	-65.4	..	..
25-64 years	..	..	173	97	107	104	-2.8	-39.9	..	..
65-74 years	..	..	34	21	20	23	15.0	-32.4	..	..
≥ 75 years	..	..	29	20	27	22	-18.5	-24.1	..	..
Fatalities by road type										
Urban roads	..	..	85	71	89	70	-21.3	-17.6	..	..
Rural roads	..	..	209	98	91	101	11.0	-51.7	..	..
Motorways	..	..	5	4	6	4	-33.3	-20.0	..	..
Traffic data										
Registered vehicles (thousands)	849	1 286	2 145	1 628	1 719	1 793	4.3	-16.4	39.4	111.3
Registered vehicles per 1 000 population	229.7	366.3	682.5	579.7	615.2	641.7	4.3	-6.0	75.2	179.3

Evolution of road fatalities, injury crashes, motorisation and GDP in Lithuania, 2000-20

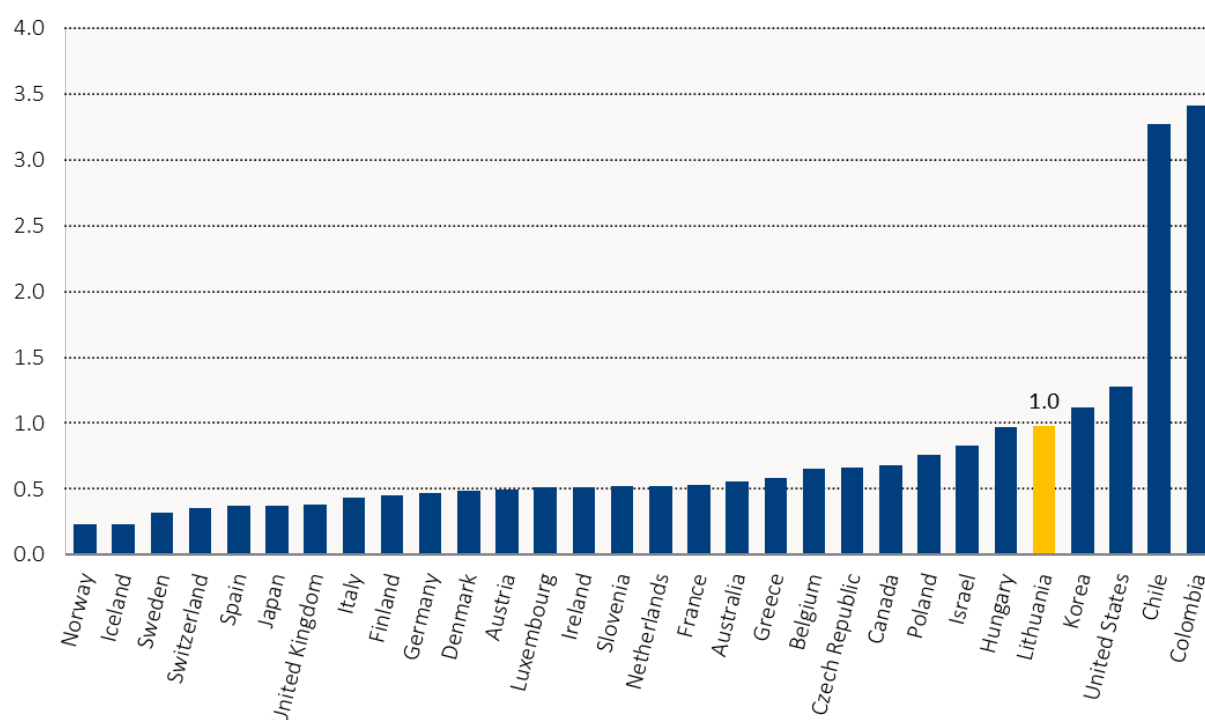
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Road fatalities per 100 000 inhabitants in Lithuania in comparison with IRTAD countries, 2020

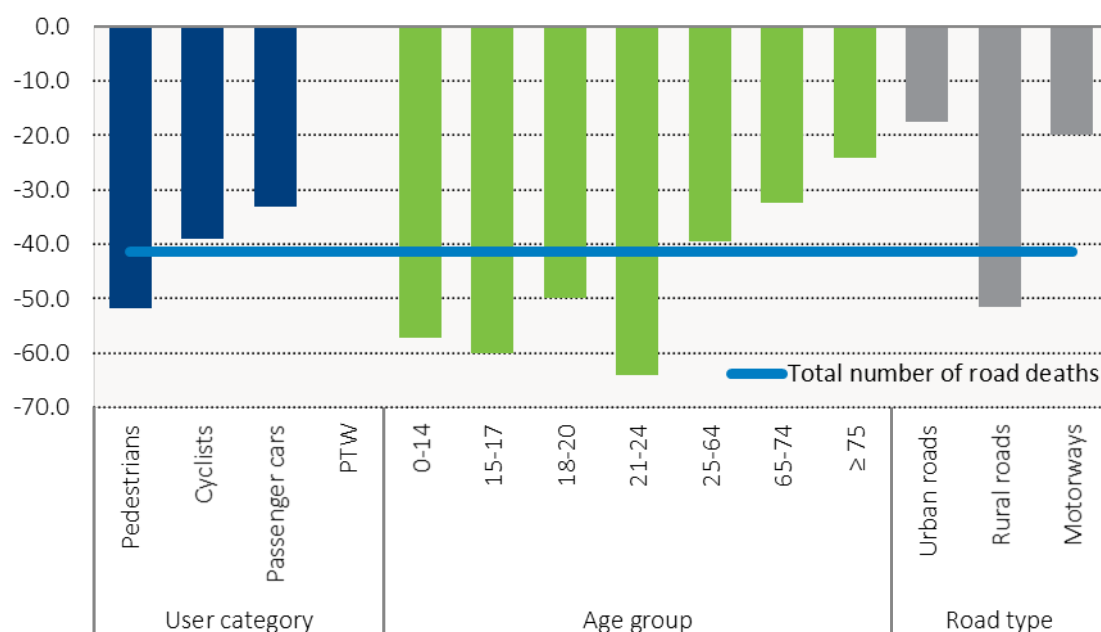


Road fatalities per 10 000 vehicles in Lithuania in comparison with IRTAD countries, 2020

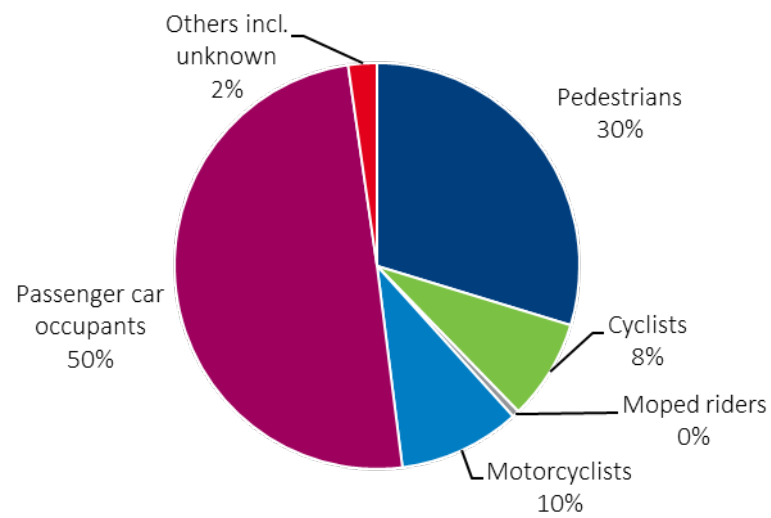


Note: in Belgium, Denmark, Germany and Hungary registered vehicles do not include mopeds.

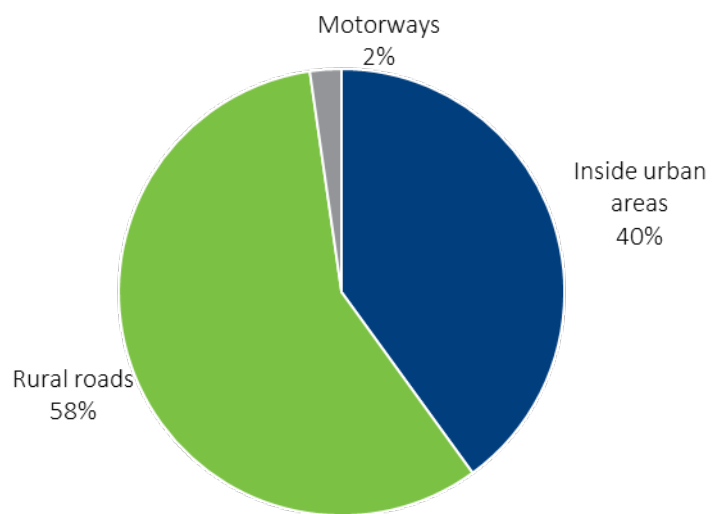
Evolution of road fatalities in Lithuania by user category, age group and road type, 2010-20



Road fatalities in Lithuania by user category, 2020

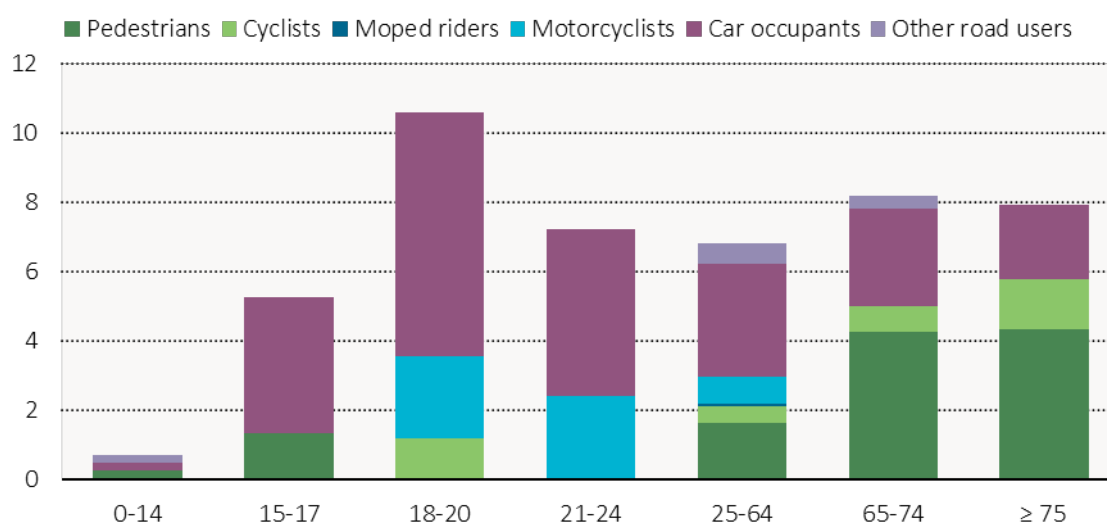


Road fatalities in Lithuania by road type, 2020



Road fatality rate in Lithuania by user category and age group, 2020

Rate per 100 000 population in the same age group



Cost of road crashes in Lithuania, 2020

	Total (EUR)
Fatalities	103.1 million
Serious injuries	31.7 million
Slight injuries	16.5 million
Total	151.3 billion
Total as % of GDP	0.3

Seat belt and helmet wearing rates

Percentages

	2014	2019
Front seats		
General (driver and passenger)	96	94.5
Driver	97	97
Passenger	95	92
Rear seats		
General	33	26

Research and resources

Publications

Statistics of road accidents in Lithuania, 2017-2020, <https://tka.lt/oro-transportas/2021/07/15/iskaitiniu-eismo-ivykiu-statistika-lietuvoje/>.

Websites

Ministry of Transport and Communications of the Republic of Lithuania: <http://sumin.lrv.lt/>.

Transport Competence Agency: <https://www.tka.lt/>.

Lithuanian Road Administration: <http://lakd.lrv.lt/>.

State Enterprise Regitra: <https://www.regitra.lt/en/general>.

Definition, methodology, data collection

In Lithuania, a road fatality is any person killed in a traffic crash within 30 days of the crash (before 1995, the limit was seven days). However, there is no official definition of slight and serious injuries in use. Nevertheless, in 2015 police reported the number of traffic injuries by severity, based on health sector definitions:

- Seriously injured: persons suffering a road injury entailing irreversible mutilation of one part of the body or a loss of more than 30% of working capacity.
- Lightly injured: persons suffering a road injury for more than ten days or a loss of working capacity between 5% and 30%.
- Slightly injured: persons suffering a road injury for less than ten days or a loss of working capacity inferior to 5%.

Lithuania started collecting serious injury data based on the Maximum Abbreviated Injury Scale of three or more (MAIS3+) in 2018. Most crash data is collected and managed by traffic police. Hospitals and insurance companies also have data on some crashes. There is no estimate of under-reporting. According to the police, nearly 100% of injury crash data are collected and recorded in their database. In 2020, information about the severity of an injury was included in only 69% of injury crashes. Road safety experts lack information to help identify the causes of crashes. Information on road user behaviour is also limited. Data on injury type are not systematically recorded.