

Latvia



Structure and Culture

- **Basic data**

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

Basic data of Latvia	European average
– Population: 2.2 million inhabitants (2010) [5]	17.1 million (2010) ⁱ [1,2]
– Area: 62 300 km ² (2010) (3.6 % 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): 6°C Average summer temperature: 10°C Annual precipitation level: 621 mm (2008)	(2010) 6°C 16°C 747 mm
– Exposure: 10.9 billion vehicle km (2010) [5] (79% passenger cars, 19% goods motor vehicles, 2% buses, 1% motorcycles)	168 billion vehicle km (2010) ⁱⁱ [1]
– 0.34 motorised vehicles per person (2010) [5]	0.7(2010 ⁱⁱⁱ) [1,2]

- **Country characteristics**

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

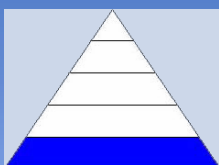
Characteristics of Latvia	European average
– Population density: 35.8 inhabitants/km ² (2010)	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition (2010): 14% children (0-14 years), 69% adults (15-64 years), 17% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ⁱⁱⁱ) [1,2]
– Gross Domestic Product (GDP) per capita: €8 000 (2010)	€26 100 (2010) [1,2]
– 46% of population lives inside urban area (2010)	42% (2010 ^{iv}) [1,2]
– Special characteristics: The capital city Riga is one of the largest cities of northern Europe and 1/3 of all Latvian people live here.	

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 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

^{iv} Based on 29 European countries (excl. IS).



One third of the Latvian people live in the capital city Riga.



Road Safety Country Overview-Latvia

- **Structure of road safety management**

- Road safety activities are centralized in Latvia.

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

Table 3: Key actors per function in Latvia. (Source: national sources)

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"> – Ministry of Transport: general responsibility – Road Traffic Safety Council: lead agency, advisory body and coordination of activities. Includes representatives from other ministries and interest groups.
2. Monitoring of the RS development in the country	Road Traffic Safety Directorate (CSDD)
3. Improvements in road infrastructure	<ul style="list-style-type: none"> – The Ministry of Transport (Latvian State Roads): responsible for 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	<ul style="list-style-type: none"> – CSDD, – Ministry of education: responsible for education on road safety for children at schools and pre-schools.
6. Publicity campaigns	CSDD
7. Enforcement of road traffic laws	The Ministry of the Interior, including the State Police (Road Police): responsible for enforcement of safe road behaviour and for reporting and investigating accidents.
8. Other relevant actors	<ul style="list-style-type: none"> – State Fire Fighting and Rescue Service: rescue services on accident scenes; – Ministry of Health including the Emergency Medical Centre: responsible for first aid and post-accident care; – Research activities: Riga Technical University (Faculty of Building and Civil Engineering), consultants.

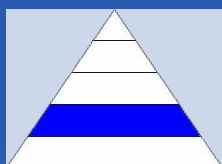
- **Attitudes towards risk taking**

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

The Ministry of Transport and Road Traffic Safety Council are the lead agency in RS policy in Latvia.



Road Safety Country Overview-Latvia



Latvia follows the targets of the EC.

Programs 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 resp. 2001 and 2010):

Table 4: Road safety targets for Latvia

Year	Fatalities
2013	-70%
2020	-50%

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

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

- **Road infrastructure**

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

Road type	Speed limit (km/h)
Urban roads	50
Rural roads	90/110
Motorways	No motorways in Latvia

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

Table 6: Obligatory parts of infrastructure management in Latvia and other European countries. (Sources: [1] DG-TREN, 2010; [2] national sources)

Obligatory parts in Latvia:	European countries with obligation
Safety impact assessment: yes [2]	-
Road safety audits: yes [2]	50%
Road safety inspections: yes [2]	60%
Black spot treatment: yes [1]	47% ^v

- Recent infrastructural actions have been addressing:
 - black spots treatment,
 - reduced speed limits at dangerous locations.

Black spot treatment, road inspections and audits, and safety impact assessments are obligatory in Latvia.



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

Road Safety Country Overview-Latvia

Traffic laws and regulations

Table 7: Description of the regulations in Latvia 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 Latvia	Most common in Europe (% of countries)
Allowed BAC level: 0.5‰; – Novice drivers: 0.2‰; – Professional drivers: 0.5‰. [1]	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: not allowed – 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: recommended [3]	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vi}) [2,3]
– DRL is mandatory [4] – A demerit point system is in place.	

Latvia has a 0.2 limit for drink-driving of novice drivers, which is similar to the limit for this group in 30% of the European countries.

Enforcement

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

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

Effectiveness of enforcement in Latvia is about or somewhat below average.

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

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



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

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

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

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

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

Road Safety Country Overview-Latvia

• Road user education and training

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

Education and training in Latvia	Most common in Europe (% of countries)
General education programmes: – Primary school: Compulsory – Secondary school: Not compulsory – Other groups: none	Compulsory (65% ^{xi}) Compulsory (50% ^{xii}) [1,2] -
Driving licences thresholds: – Passenger car: 18 years – Motorised two wheeler: 18 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% ^{xiii}) 21 years (79% ^{xiv}) [2,3]

• Public campaigns

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

Campaigns in Latvia	Most common issues in Europe (% of countries)
Organisation: – Ministry of Interior; – Road Traffic Safety Directorate (CSDD).	
Main themes: – Drink-driving – - – Speed – Lighting and visibility – Education of school children.	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - -

• Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Latvia, 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: Every 12 months (taxis every 6 months)	Every 12 months (41%)
Motor cycles: Every 12 months	Every 12 months (35%)
Busses or coaches: Every 6 months	Every 12 months (41%)
Lorries or trucks: Every 12 months	Every 12 months (41%) ^{xv}

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

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



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

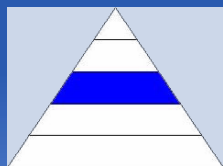
^{xii} Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

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

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

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

Road Safety Country Overview-Latvia



In Latvia, the amount of speed checks is below the European average, has increased, but the amount of speeders and the mean speed has not decreased.



There is no information on drink-driving in Latvia.



Road Safety Performance Indicators

• Speed

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

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	41	49	20%	90.8 ^{xvi}

Table 14: Percentage of speed offenders per road type in Latvia compared to the European average (Source: national source)

Road type	2005	2010	Average annual change	European average
Rural roads	42%	54%	6%	Not available
Urban roads	No information	No information	No information	Not available

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

Road type	2005	2009	Average annual change	European average
Rural roads	88 km/h	89 km/h	1%	Not available
Urban roads	No information	No information	No information	Not available

• Alcohol

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

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	No information	No information	No information	145.8 ^{xvii}
% tested over the limit	No information	No information	No information	Not available

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

^{xvii} 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-Latvia

• Vehicles

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

Vehicle fleet in Latvia	European average
Cars per age group (2009): <ul style="list-style-type: none"> - 2% ≤ 2 years, - 9% 3 to 5 years, - 12 % 6 to 10 years, - 77% > 10 year. 	Passenger cars (2009) ^{xviii} <ul style="list-style-type: none"> 12% ≤ 2 years, 19% 3 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: 40% - 4 stars: 38% - 3 stars: 2% - 2 stars: 1% 	<ul style="list-style-type: none"> 49% 35% 6% 1%^{xix}

• Protective systems

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

Use of protective systems in Latvia	European average
Daytime seat belt wearing in cars and vans (2010): <ul style="list-style-type: none"> - 86% front, - No information on % driver - No information on % front passenger - 40% rear, - No information on % child restraint systems 	(2007) <ul style="list-style-type: none"> 85% front^{xx}, Not available Not available 60% rear^{xxi}, Not available
Helmet use (2010): <ul style="list-style-type: none"> - 98% motor rides, - 90% moped riders, - 9% cyclists (2011) 	<ul style="list-style-type: none"> Not available Not available Not available

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

Rear seat-belt wearing rates are lower in Latvia than on average in Europe.



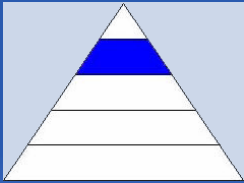
^{xviii} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

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

^{xx} 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)

^{xxi} 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-Latvia



Road Safety Outcomes

- General positioning

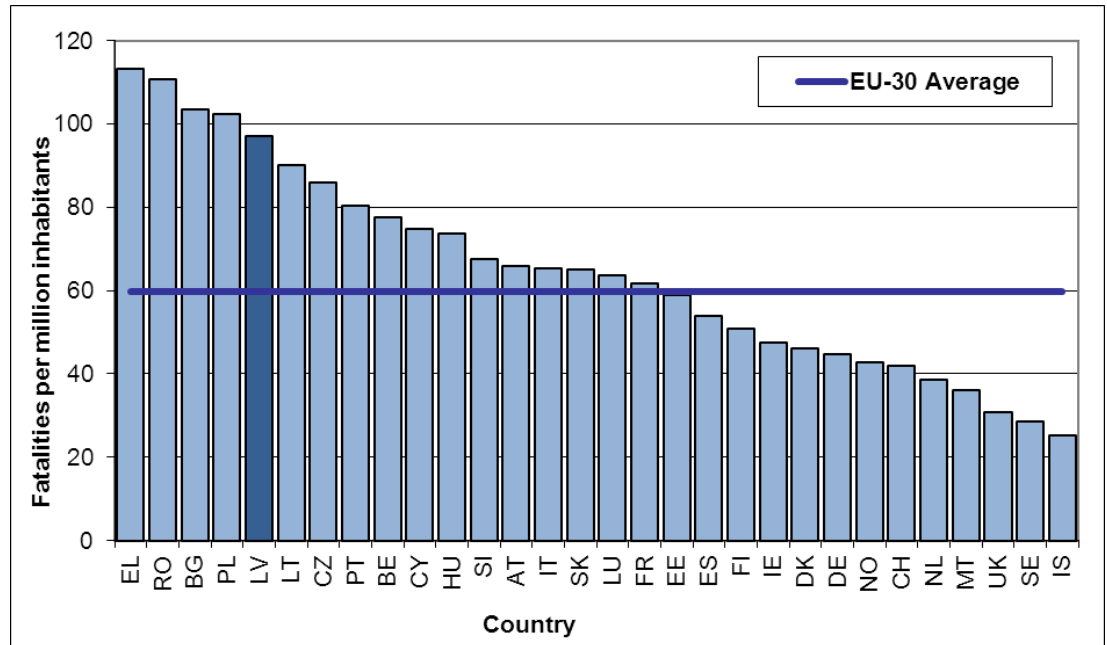


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

Latvia has a higher amount of annual fatalities per population than the European average, but last years, the decrease is going faster than average.

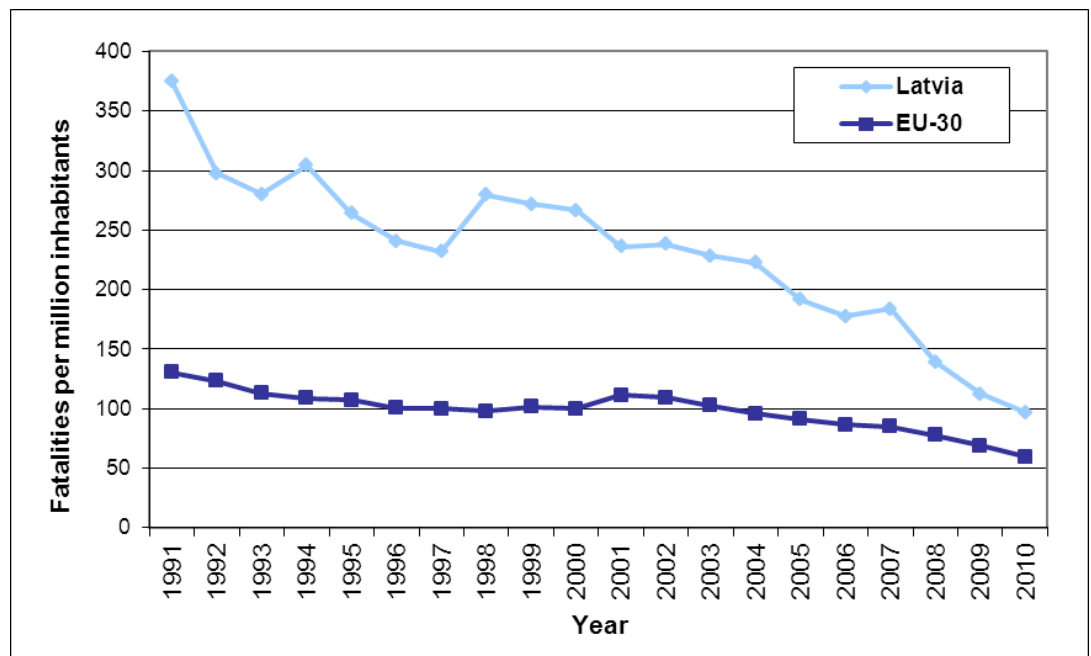


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-Latvia

In Latvia, fatalities among car occupants showed the largest decrease between 2004 and 2009, but pedestrians have a relative high share in fatalities.

Relative many males die in crashes in Latvia.

• Transport mode

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

Transport mode	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxii})
Pedestrians	186	79	-6%	36%	18%
Car occupants	228*	115**	-10%	45%**	47%
Motorcyclists	12	15	3%	7%	13%
Mopeds	7	4	-5%	2%	2%
Cyclists	40	13	-8%	6%	5%
Bus/coach occupants	10	3	-8%	1%	<1%
Lorries or truck occupants	3	0	-11%	0%	4%

*2004

**2009

• Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Latvia 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	118	26	-9%	18%	24%
0-14 years	6	0	-11%	<1%	1%
15 – 17 years	6	0	-11%	<1%	1%
18 – 24 years	14	4	-8%	3%	4%
25 – 49 years	62	11	-8%	7%	7%
50 – 64 years		8	-8%	5%	3%
65+ years		3	-10%	2%	7%
Males	399	121	-8%	82%	75%
0-14 years	11	0	-11%	<1%	2%
15 – 17 years	10	1	-10%	1%	2%
18 – 24 years	58	20	-7%	14%	13%
25 – 49 years	269	48	-8%	33%	31%
50 – 64 years		37	-8%	25%	12%
65+ years		15	-6%	10%	12%
Nationality of driver or rider killed					
National	-	214	-	98%	Not available
Non-national	-	4	-	2%	Not available

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



Road Safety Country Overview-Latvia

There are no fatalities on motorways in Latvia.

Somewhat more fatal crashes happen in Latvia during night time than on average in Europe.

• Location

Table 21: Reported fatalities by location in Latvia compared to the European average of the last year available (Source: CARE, national sources). Junctions are part of built-up and rural areas.

Location	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxiii})
Built-up areas	202	93	-6%	43%	33%
Rural areas	315	125	-7%	57%	49%
Motorways	-	-	-	-	5%
Junctions	45*	28	-9%	13%	12%

*2006

• Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Latvia 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 ^{xxiii})
Lightning conditions					
During daylight	259	114	-6%	52%	55%
During nighttime	239	93	-7%	43%	39%
Weather condition					
While raining	42	22	-5%	10%	10%

• Single vehicle crashes

Table 23: Reported fatalities by type in Latvia 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 ^{xxiv})
Single vehicle crash	155	70	-6%	32%	40%

• Under-reporting of casualties

- Fatalities: 100% (2009). This amount is suspected since adequate alternative registration systems are missing for a check.
- Hospitalized: no information.

(Source: national sources)



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

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

Road Safety Country Overview-Latvia

- Risk figures

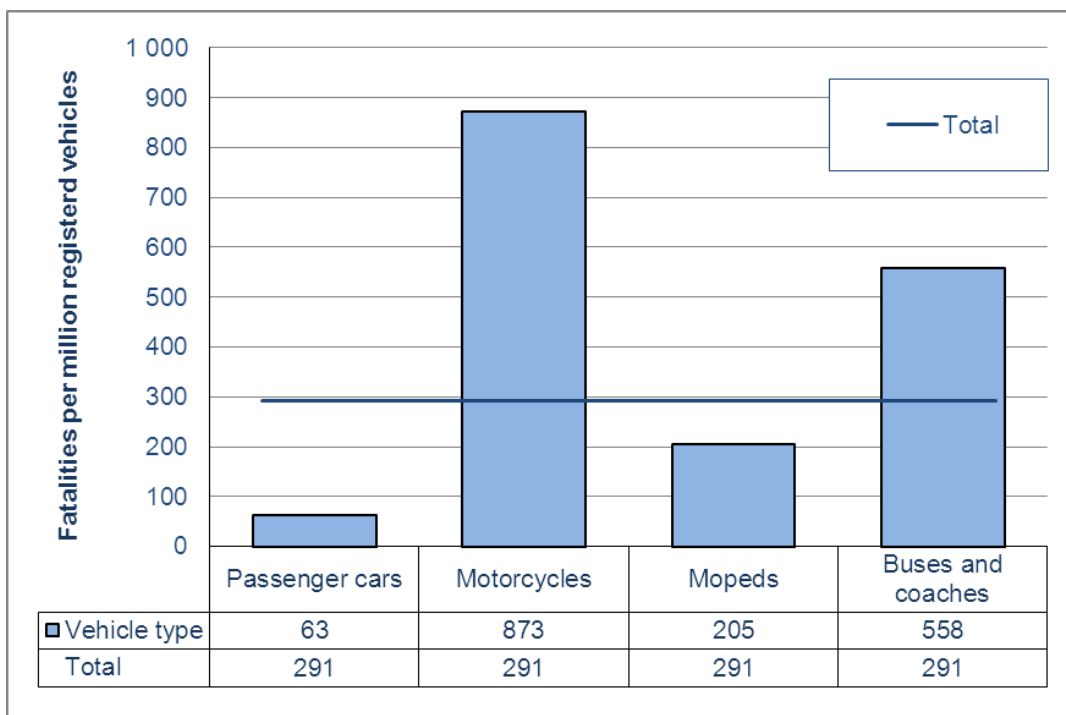


Figure 3: Fatalities by vehicle fleet mode in Latvia in 2010 (Sources: national sources).

Motorcycles and middle-aged people have the highest risk in Latvia.

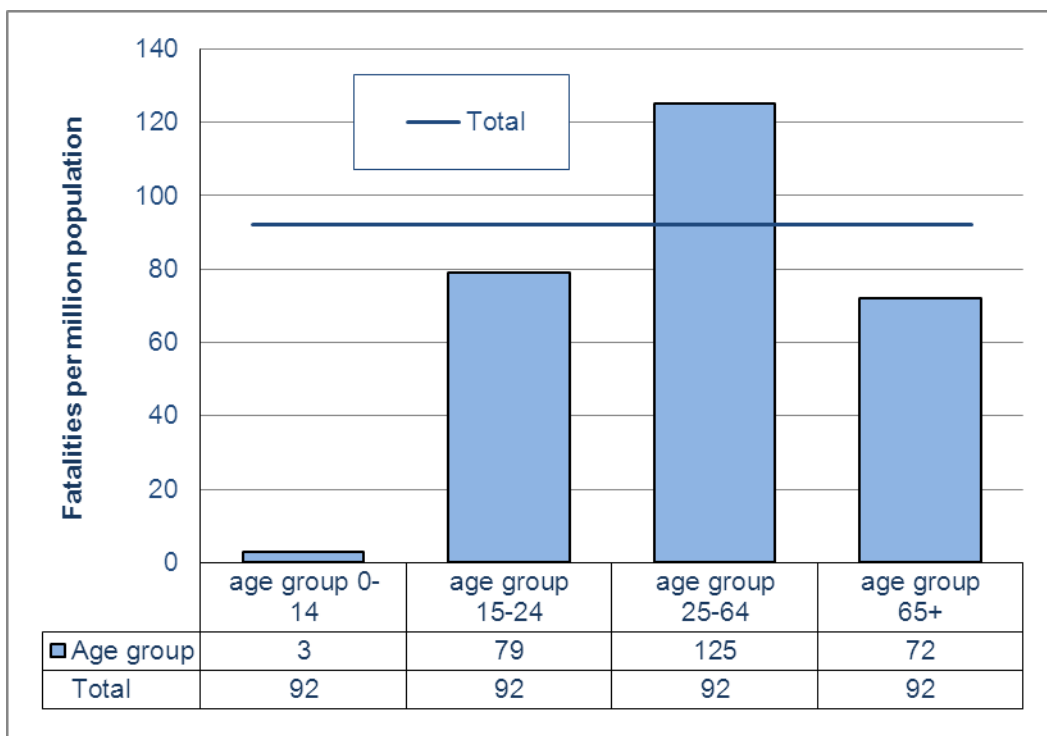
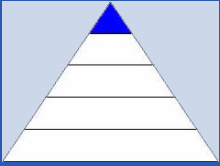


Figure 4: Fatalities by number of inhabitants in Latvia in 2009 (Sources: CARE, OECD/ITF, 2011).



Road Safety Country Overview-Latvia



Estimated costs of fatalities are higher in Latvia than the European average; costs related to injuries are lower.

Social Cost

- Total costs of road crashes: 250 million Euro (2010)
- Percentage of GDP: 1.4% (2010)

(Source: national sources)

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

Injury type	Value	European average ^{xxv}
Fatal	1.43	1.28
Hospitalised	0.13	0.18
Slightly injured	0.01	0.02



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

Road Safety Country Overview-Latvia



Enforcement in Latvia is at or below average, but speeds are not decreasing and seat-belt wearing rates are low.

Synthesis

- **Safety position**

- Latvia has a higher amount of annual fatalities per population than the European average.

- **Scope of problem**

- Pedestrians have a relative high share in fatalities in Latvia, but motorcycles have the highest risk of all vehicles.
- Relative many males die in crashes in Latvia, and the highest risk is among middle-aged people.
- Latvia has no motorways.
- Effectiveness of enforcement in Latvia is about or somewhat below average.
- In Latvia, the amount of speed checks is below the European average, has increased, but the amount of speeders and the mean speed has not decreased.
- Seat-belt wearing rates are lower in Latvia than on average in Europe.
- The car fleet in Latvia is quite old related to the European average.

- **Recent progress**

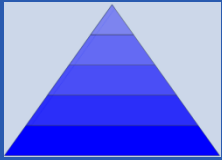
- In Latvia, fatalities among car occupants showed the largest decrease between 2004 and 2009.
- The amount of speed checks have increased between 2006 and 2008.

- **Remarkable road safety policy issues**

- Road inspections and audits, and safety impact assessments 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 Europe.



Road Safety Country Overview-Latvia



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