



INSTITUTIONAL FRAMEWORK

Lead agency	State Traffic Safety Commission, Ministry of Transport and Communications
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35%, from 92 to 60 deaths per 1 million population (2011–2017)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	1 391 568
Cars and 4-wheeled light vehicles	1 295 018
Motorized 2- and 3-wheelers	37 753
Heavy trucks	51 941
Buses	6 856
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	188 ^a (74% M, 26% F)
Reported rate per 100 000 population (2016)	6.6 ^a
WHO estimated road traffic fatalities (2016)	234 ^b
WHO estimated rate per 100 000 population (2016)	8 ^b

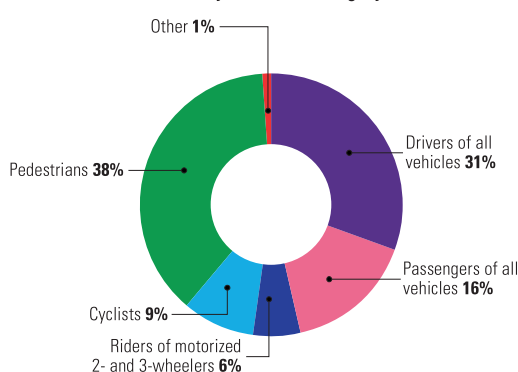
^a Police Department, Ministry of Interior. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.04 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	10% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	97% Front seats ^e , 30% Rear seats ^e
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^f
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

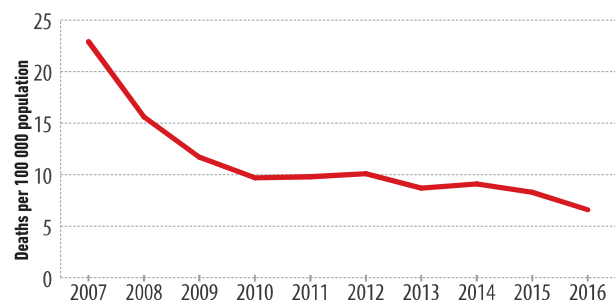
^c Can be increased or decreased to an unspecified speed under certain circumstances
^d 2016, Lithuanian Traffic Police Service, Ministry of Interior
^e 2016, Road and Transport Research Institute
^f If transported in rear-facing restraints, airbag must be deactivated

Deaths by road user category



Source: 2016, Lithuania Traffic Police Service report

Trends in reported road traffic deaths



Source: Police records and Statistics Lithuania