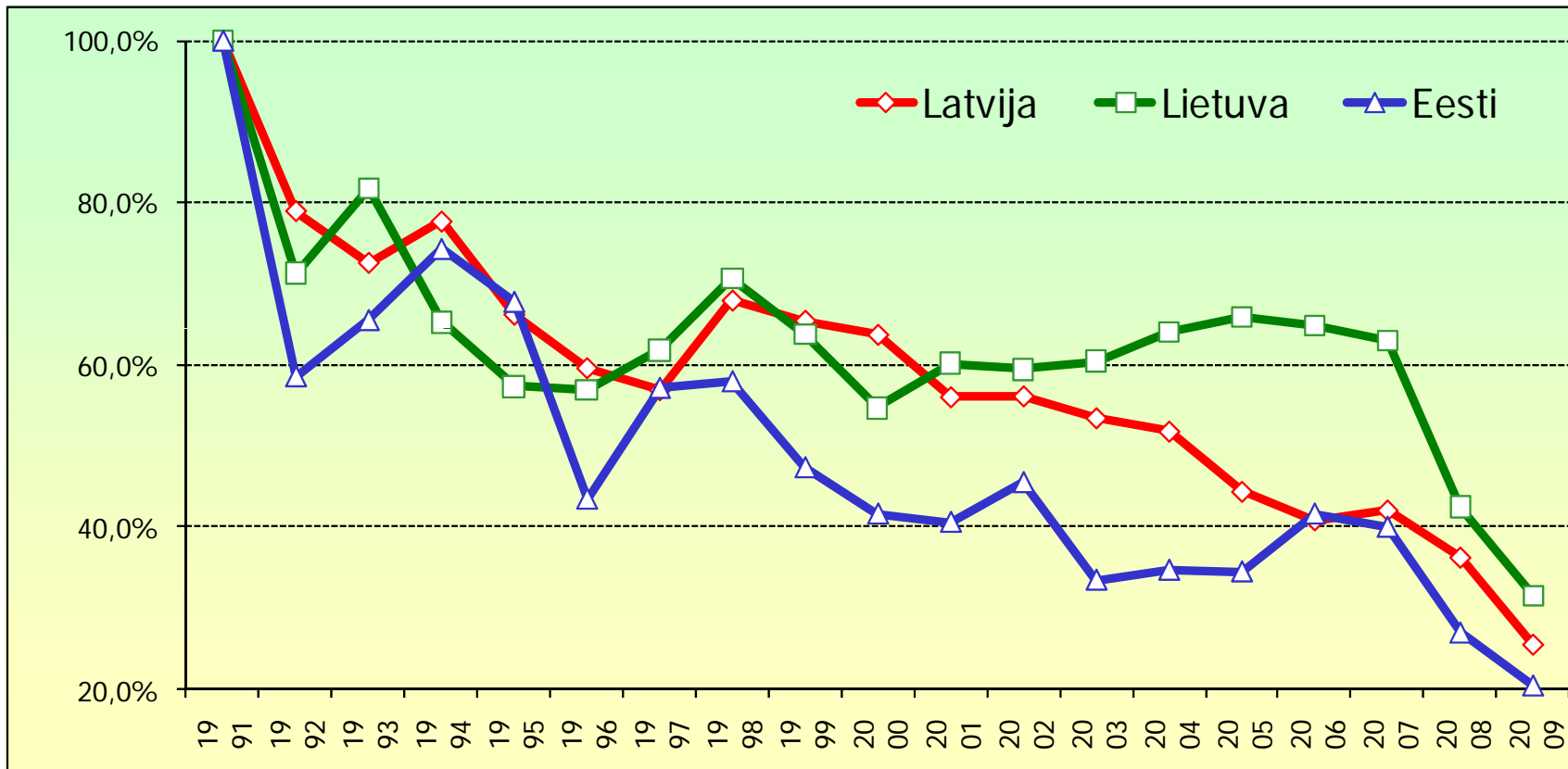




Latvian experience in tackling speed

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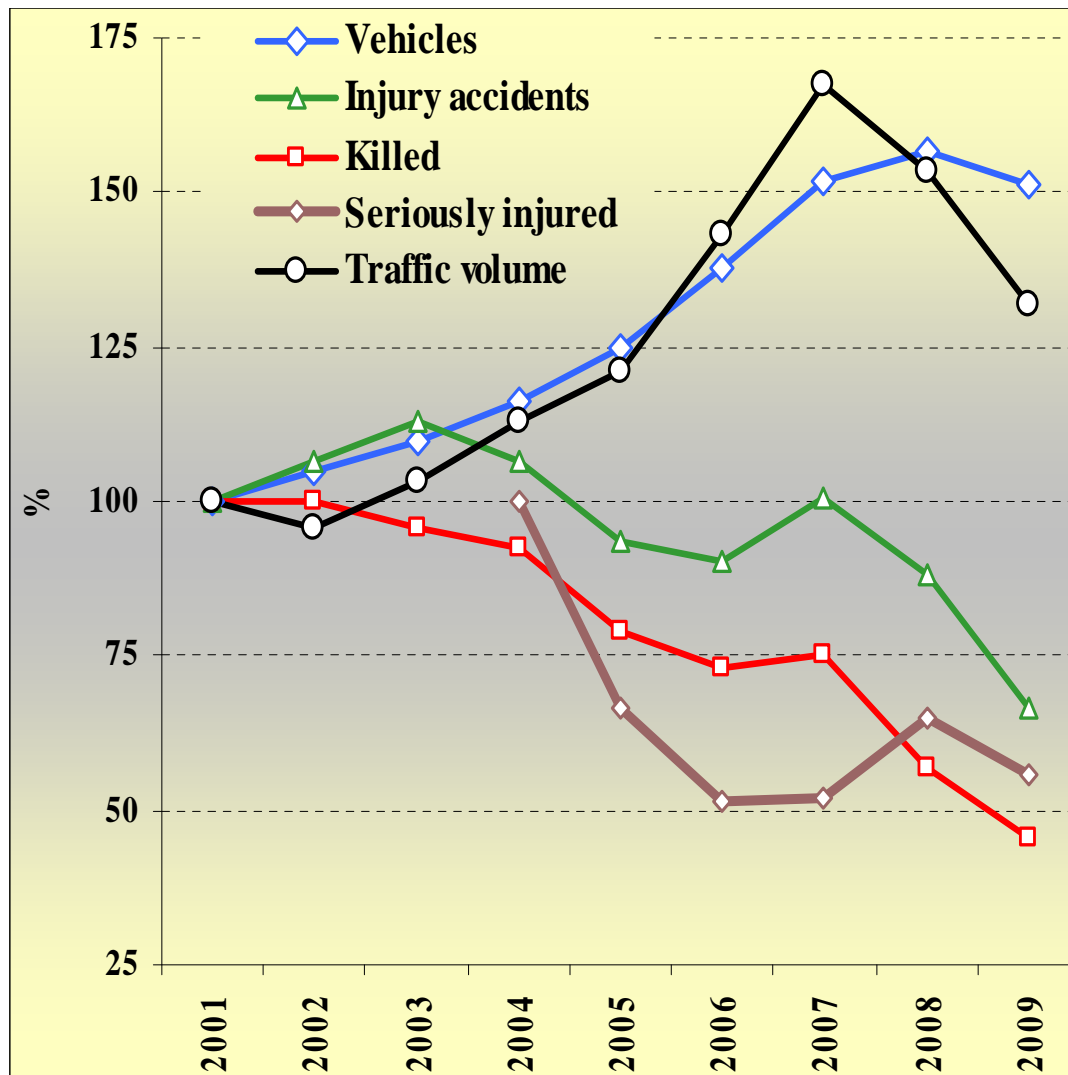
Killed in Baltic countries (1991=100%)



From 1991 the number of killed decreased:

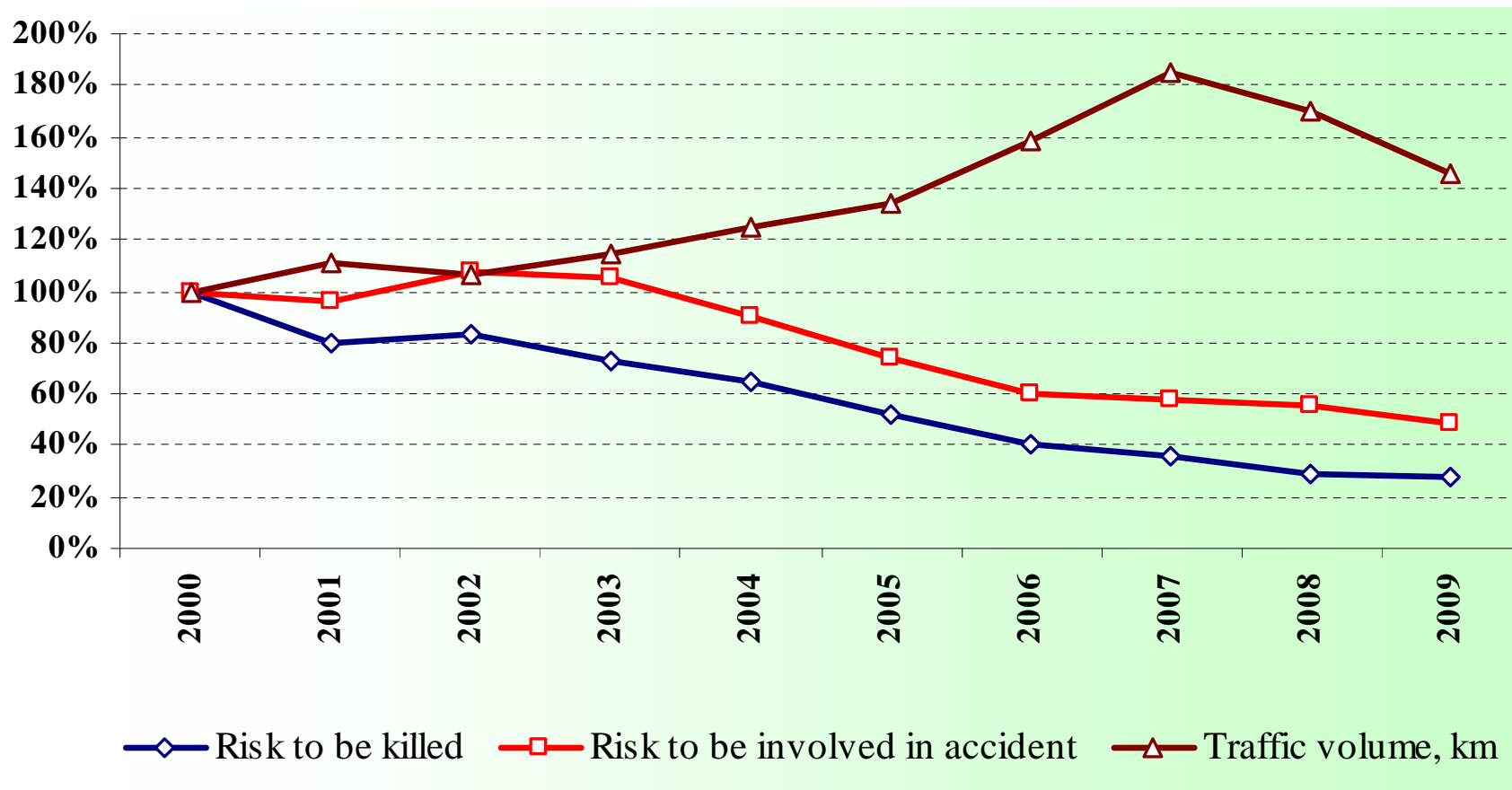
4.9 times in Estonia, 3.9 times in Latvia, 3.2 times in Lithuania.

Road traffic safety indices in Latvia

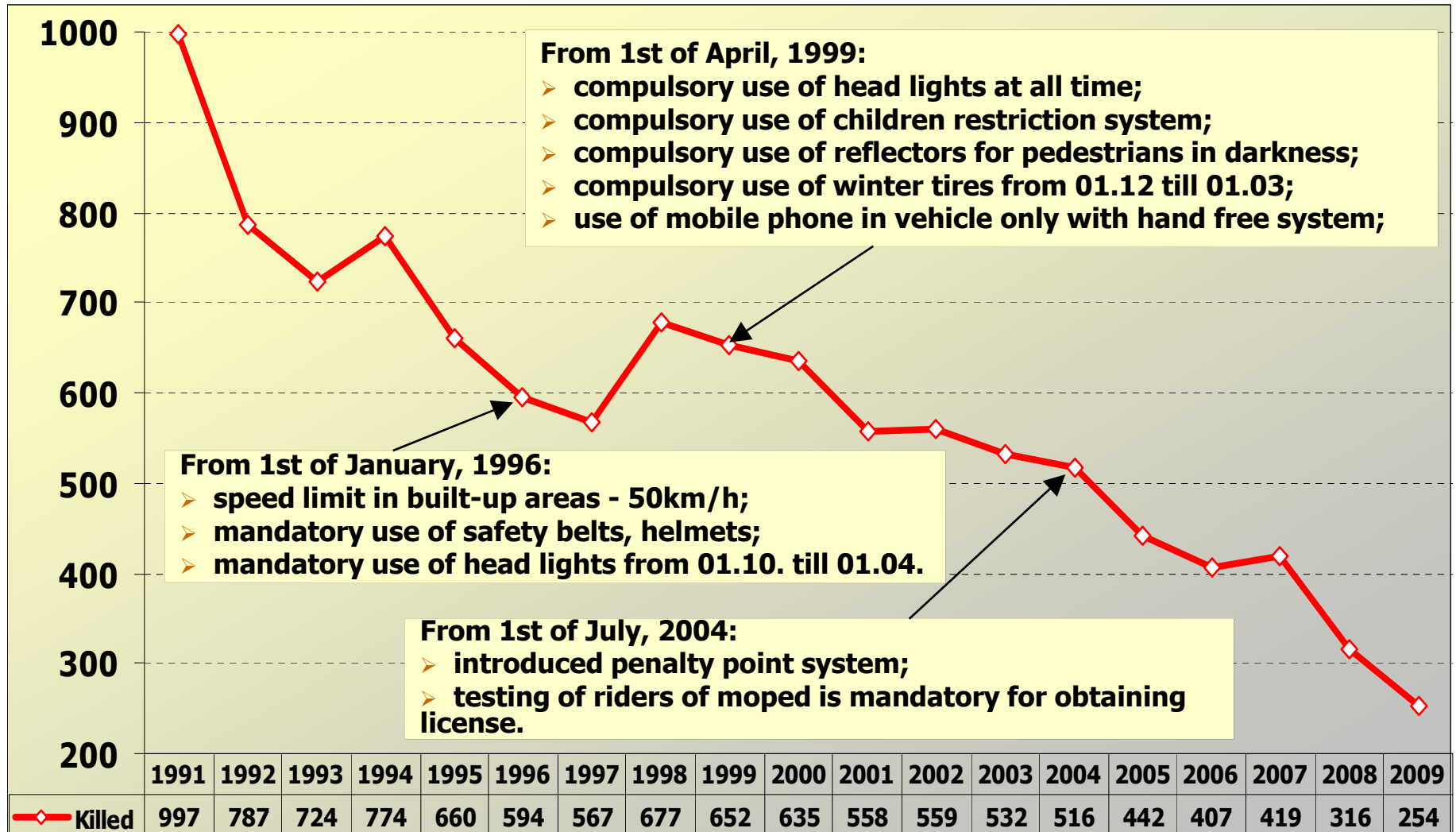


- the number of registered vehicles has increased 1.5 times as well as traffic volume 1.3 times;
- the development of road infrastructure is not capable to meet the increase of traffic volume,
- unfortunately the road quality continues to deteriorate,
- despite this fact the increase of road traffic safety can be seen in recent years.

Risk to be involved in accident and risk to be killed



Killed and main changes in Traffic rules





Main principles of penalty point system

- **The aim of the penalty point system** is to separate the malicious and regular violators from those who are driving according to the road traffic rules.
- **The essence of penalty point system** – 1 to 8 penalty points are given for one single offence which can generate an accident (**speeding, drink driving, non use of seat belt, aggressive driving**). Penalty points are not given to cyclists and moped riders.
- **Penalty points are valid 2 years.** Points are valid 5 years for the most severe violations (8 points).
- **Maximum number of points:** 10 for novice drivers and 16 for other drivers.



Cancellation of penalty points

- Points are automatically cancelled after five years for the most severe violations (8 penalty points);
- Points are automatically cancelled after two years for all other violations (1 to 6 penalty points);
- Drivers are given the possibility to attend rehabilitation courses for which 2 points will be written off. Drivers receive letter making them aware of this possibility;
- Drivers reaching 12 points have to pass again a theoretical test. 2 points will be written off if the drivers succeeds in passing the mandatory theoretical test.



Amendments in the Penalty point system

- **Since October 14, 2005** – points are coupled with an administration sanction of 5 to 15 days of prison if the driver is caught driving with more than 1g/l of alcohol.
- **Since October 13, 2006** – additional penalty point(s) are given to the drivers for operating the vehicle without technical inspection sticker and for violating the rules of transportation of passengers (not using a seat belt or child restrain system, as well as transporting more passengers than indicated by the vehicle's producer).

Indicates before and after the implementation of penalty point system

	Injury accidents				Killed				Injured			
	Before		After		Before		After		Before		After	
	01.07.2002-30.06.2003	01.07.2003-30.06.2004	01.07.2004-30.06.2005	01.07.2005-30.06.2006	01.07.2002-30.06.2003	01.07.2003-30.06.2004	01.07.2004-30.06.2005	01.07.2005-30.06.2006	01.07.2002-30.06.2003	01.07.2003-30.06.2004	01.07.2004-30.06.2005	01.07.2005-30.06.2006
Number	5128	5557	4811	4049	503	562	491	412	6336	6843	6104	5086
Average per year	5343		4430		533		452		6590		5595	
(+/-) per year	-913				-81				-995			
(%) per year	-17,1%				-15,2%				-15,1%			



Measures to improve driver's behaviour within penalty point system

- **4 penalty points** - drivers receive a written notification inviting them to drive more carefully;
- **8 penalty points** – drivers receive a letter to participate in driver improvement courses – participation is mandatory;
- **10 penalty points** – novice drivers: 1 year driving licence withdrawal
- **12 penalty points** – drivers have to re-pass a mandatory theoretical test;
- **16 penalty points** – experienced drivers: 1 year of driving licence withdrawal.



Driver's skills improvement course

When drivers reach **8 penalty points**, they receive a written notification about the amount of penalty points received and the obligation to attend a **Driver's skills improvement course**.

Driver's skills improvement course is split into two parts (each part is a three hours long lecture 3 x 45 min.):

- „Behavior of road traffic participants and factors that can have an impact on it“;
- „Assured behavior of a driver in different road traffic situations“.



Problem of speeding in Latvia

Different statistics show that speeding is widely distributed on roads of Latvia:

- Speeding is the reason for over 22% of all fatalities registered in the last three years;
- Speeding made up to ~ 40% of all registered violations;
- The statistics of speed distribution on state roads show that drivers exceeded speed limit by + 10km/h on main roads by ~21% and on first class roads by ~16%.



Ensuring the keeping of safe driving speed for vehicles

Ensuring the keeping of safe driving speed for vehicles is one of the main task of “The 2007 – 2013 road traffic safety programme”

- ✚ Create public opinion of necessity to choose safe speed;
- ✚ Infrastructural measures of calming the speed;
- ✚ Enforcement of speeding.

Summary and Publication of Best practices in Road Safety in the Member States

- From 1988 Speed cameras were introduced in Norway. Nowadays more than 300 stationary speed cameras cover more than 1000 km of national roads;
- United Kingdom from 2001 implemented Fixed speed cameras which were located in sites where occurrence of serious accidents is high or the speed surveys have shown that at least 20% of drivers are exceeding speed limit;
- Since 2003 nationwide the Automatic speed enforcement is in use in France. All 1000 fixed and 500 mobile speed cameras are linked to a central processing office where photographs are decrypted and checked by police officer.
- Section speed control at first started in Netherlands from 2002. The system does not measure the speed at a certain point, but calculates the average speed by means of passage time in a defined area.

http://ec.europa.eu/transport/roadsafety_library/publications/supreme_c_handbook_for_measures_at_the_country_level.pdf

SUPREME



The use of speed cameras in Latvia

- + The 2007-2013 Plan aims to increase the number of checks for speed from year to year;**
- + The 2007–2013 road traffic safety programme declares that 100 speed cameras must be implemented till 2013;**
- + Four safety cameras were installed in July 2008 - it was a starting point;**
- + The tender for supply of 160 speed cameras is ongoing at the moment;**
- + The forecast is that all speed cameras will start work on Latvian roads from autumn, 2010.**



Main conclusions

- ✚ Road safety in Latvia has improved during the last years;
- ✚ Despite of achievements the level of road safety in Latvia is worse than the average level of European Union;
- ✚ To improve the road safety level it is necessary **to continue affect the road users:**

- I. To educate and train road users to behave safely;**
- II. To create public opinion about safe behaviour;**
- III. To enforce road users' behaviour to behave safely;**
- IV. To improve the infrastructure of road network;**
- V. To improve vehicle safety.**



**Thank you for your
attention!**

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