European Commission

Country Profile

Slovenia

Mobility and Transport

This document is part of a series of 30 country profiles: one for each Member State of the EU 27 and three EFTA countries (Iceland, Norway, and Switzerland). The purpose of this series is to provide an overview of the road safety situation in a specific country.

Contract:	This document has been prepared in the framework of the EC Service Contract MOVE/C2/SER/2022-55/SI2.888215 with National Technical University of Athens (NTUA), SWOV Institute for Road Safety Research and Kuratorium für Verkehrssicherheit (KFV).
Version:	February 8, 2024
Authors:	Katerina Folla, Konstantinos Kaselouris (NTUA)
Internal Reviewers:	Govert Schermers, Ingrid van Schagen (SWOV)
Referencing:	Reproduction of this document is allowed with due acknowledgement. Please refer to the document as follows: European Commission (2023), Country Profile Slovenia. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Contents

1. Highlights

Road Safety Outcomes

- In 2021, 114 people were killed and 784 people were seriously injured in road crashes in Slovenia.
- Slovenia ranks 8th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants.
- Compared to the EU average, the distribution of fatalities in Slovenia shows a relatively high proportion of cyclists and powered two-wheelers.
- Over the period 2012-2021, fatalities in Slovenia have decreased less than the EU average.

Road Safety Performance Indicators

- Slovenia's performance in the use of seat-belts is similar to the EU average.
- Self-reported drink-driving is higher than the EU average.
- The average age of the passenger car fleet is at EU average.

Road Safety Policy Measures & Country Characteristics

- There is a zero-alcohol limit for novice drivers and professional drivers.
- The legislation for helmet requirement both for cyclists and for e-scooters in Slovenia is stricter than the legislation in the EU.
- Slovenian road infrastructure is characterized by high road density.

2. Road Safety Outcomes

2.1 Road Safety Trends

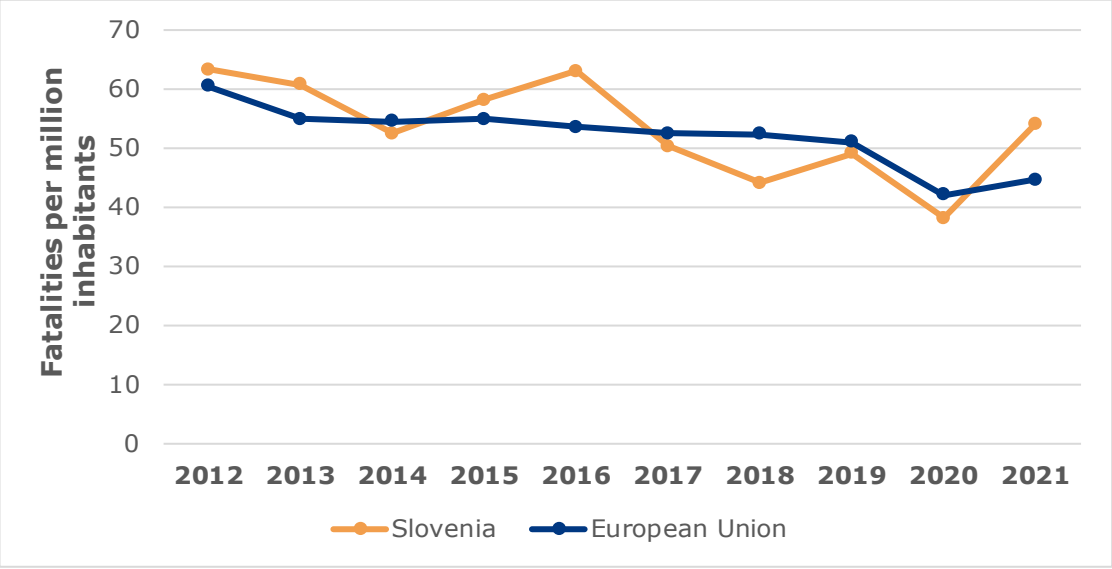
In Slovenia, 114 people were killed and 784 people were seriously injured in road crashes in 2021[a]. Over the period 2012-2021, the number of fatalities in Slovenia decreased by only 12%, which is lower than the European Union (EU) decrease (25%). The number of serious injuries showed a slight decrease over the same period (by 8%).

In terms of mortality rates, 54 road fatalities per million inhabitants were recorded in 2021, which is well above the EU average (45).

Table 1. Number of fatalities and serious injuries, 2012 and 2021

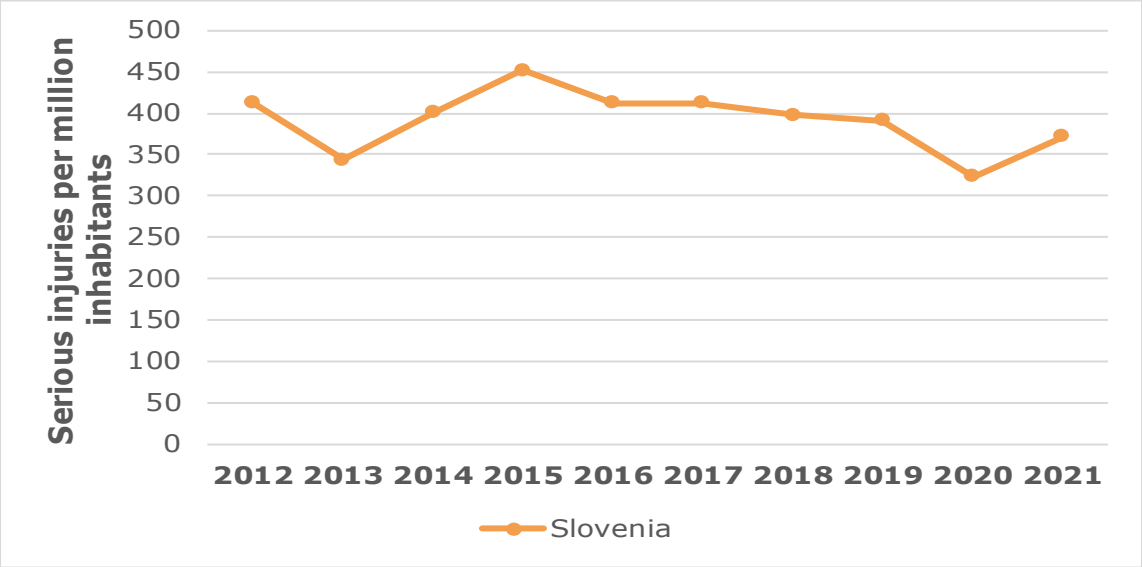
	2012	2021	Trend	EU trend
Fatalities	130	114	-12%	-25%
Serious Injuries	848	784	-8%	-

Figure 1. Mortality rate development, 2012 – 2021



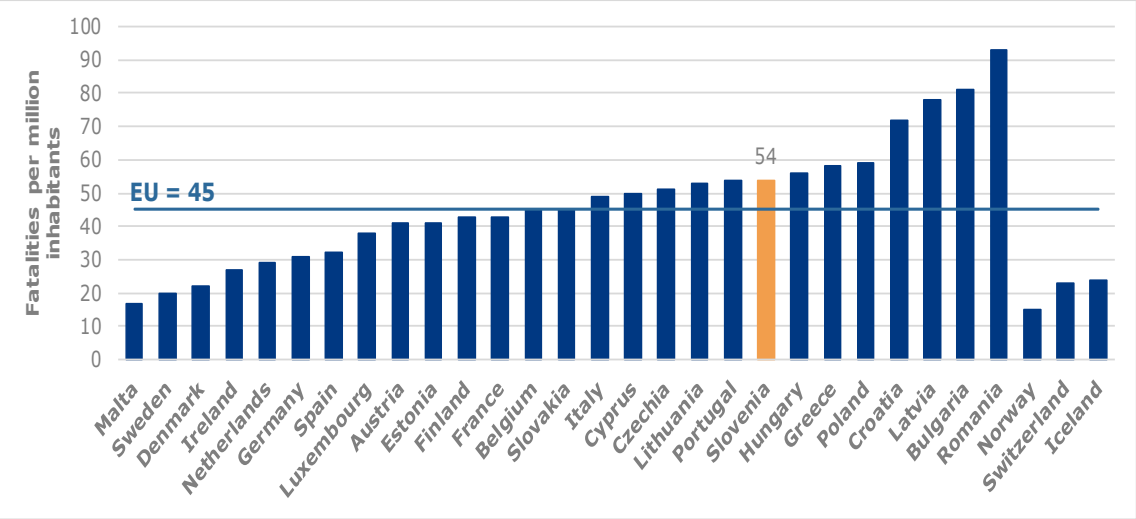
[a] It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 2. Evolution of serious injuries per million inhabitants, 2012 - 2021



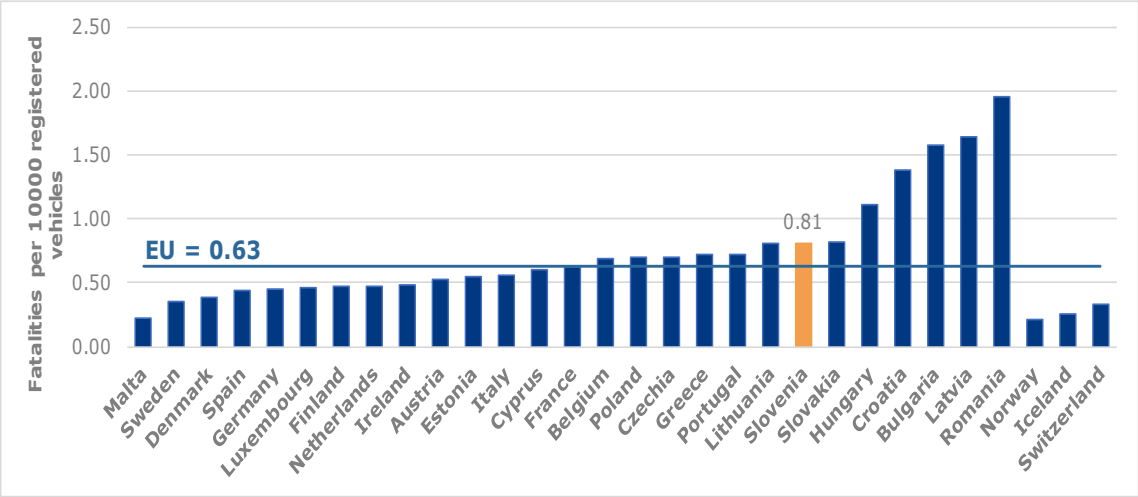
2.2 Risk Figures

Figure 3. Mortality rates by country, 2021



Taking into account the number of vehicles, Slovenia still performs worse compared to the EU average. The rate of 0.81 fatalities per 10,000 registered vehicles in Slovenia is well above the EU average.

Figure 4. Fatalities per thousand registered vehicles, 2021



2.3 Transport Mode

In 2021[b], powered two-wheelers accounted for almost 30% of road traffic fatalities in Slovenia. This percentage is higher than that observed in the EU as a whole (19%). Car occupants on the other hand account for 28% of road fatalities, which is well below the EU proportion (45%).

Over the period 2012-2021, there has been a decrease in road fatalities in Slovenia for all transport modes except for powered two-wheelers and cyclists. The highest decrease in both fatalities and serious injuries was recorded for car occupants (40% and 26% respectively).

Of those vulnerable road users (VRUs: pedestrians, cyclists and powered two-wheelers) that were fatally injured in Slovenia in crashes involving either passenger cars or buses/coaches or lorries and heavy goods vehicles, 60% were involved in a crash with a passenger car, and 36% were involved in a crash with a lorry or heavy goods vehicle.

In contrast with the EU average, the number of fatalities in single vehicle crashes increased.

[b] Different shares of transport modes in the casualty numbers, as shown in this section, may also reflect differences in the size of the vehicle fleet and the usage of different modes rather than a difference in safety level.

Table 2: Number of fatalities by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants	0	0	-	+26%
Car occupants	53	32	-40%	-28%
Cyclists	12	10	-17%	-12%
Heavy goods vehicles	0	1	-	-11%
Lorries, under 3.5t	5	4	-	-14%
Other/unknown	20	19	-5%	-13%
Pedestrians	19	15	-21%	-34%
Powered two-wheelers	21	33	+57%	-18%
Total	130	114	-12%	-25%

Figure 5. Distribution of road fatalities by transport mode, 2021

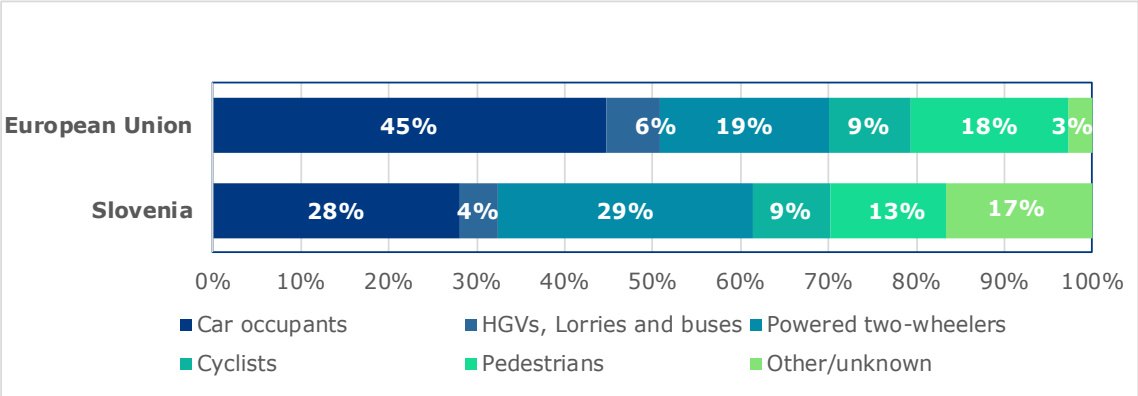


Table 3: Number of serious injuries by transport mode, 2012 and 2021

	2012	2021	Trend
Bus/coach occupants	1	1	-
Car occupants	190	140	-26%
Cyclists	200	238	+19%
Heavy goods vehicles	4	1	-
Lorries, under 3.5t	11	12	+9%
Other/unknown	152	108	-29%
Pedestrians	110	94	-15%
Powered two-wheelers	180	190	+6%
Total	848	784	-8%

Table 4: Number of VRU fatalities in crashes involving passenger cars, buses or coaches and lorries or heavy goods vehicles, 2012 and 2021

	2012	2021	Trend	EU trend
Crashes involving buses or coaches	1	2	-	-47%
Crashes involving cars	31	25	-19%	-29%
Crashes involving lorries or heavy goods vehicles	10	15	+50%	-15%

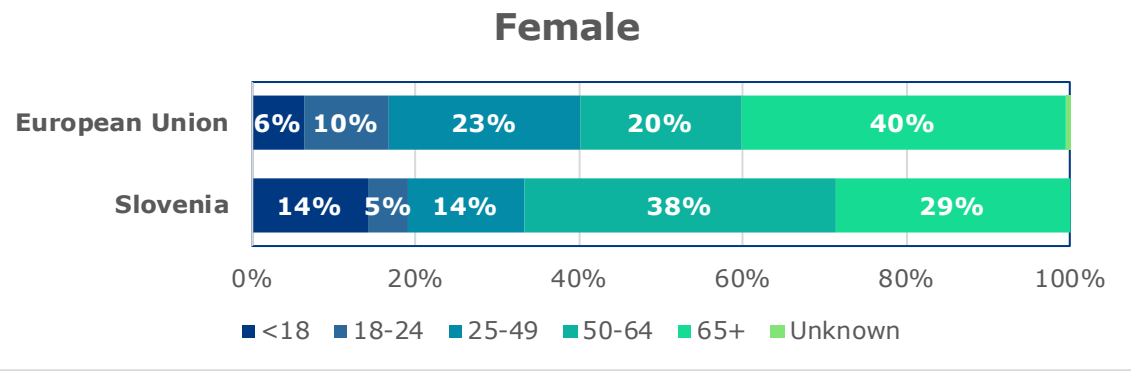
Table 5: Number of fatalities in single vehicle crashes by transport mode, 2012 and 2021

	2012	2021	Trend	EU trend
Bus/coach occupants		0	-	+47%
Car occupants	22	12	-45%	-28%
Cyclists	1	2	-	+37%
Heavy goods vehicles	0	0	-	-44%
Lorries, under 3.5t	2	0	-	-12%
Other/unknown	7	2	-	-20%
Powered two-wheelers	7	14	+100%	-16%
Total	17	30	76%	-23%

2.4 Age and Gender

The distribution of road fatalities across age groups in Slovenia is similar to that of the EU, with a higher share of fatalities aged 50 to 64 years old. Over the period 2012-2021, the number of fatalities and serious injuries dropped for all age groups except for males aged 50 or above.

Figure 6. Distribution of road fatalities by age and gender, 2021



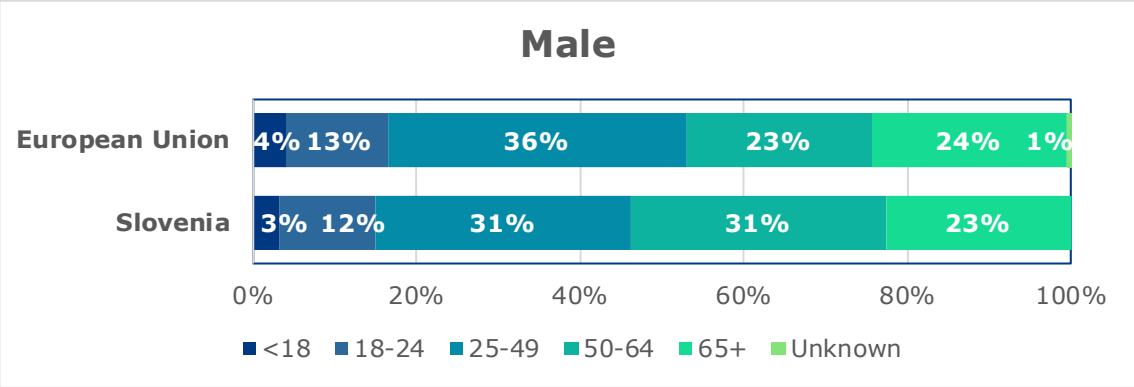


Table 6: Number of fatalities by age and gender, 2012 and 2021

	2012	2021	Trend	EU trend
Female				
<18	3	3	-	-44%
18-24	5	1	-	-40%
25-49	4	3	-	-37%
50-64	10	8	-20%	-23%
65+	11	6	-45%	-25%
Unknown			-	-22%
Total	33	21	-36%	-31%
Male				
<18	2	3	-	-27%
18-24	14	11	-21%	-37%
25-49	42	29	-31%	-30%
50-64	24	29	+21%	-13%
65+	15	21	+40%	-8%
Unknown			-	-9%
Total	97	93	-4%	-23%

Table 7: Number of serious injuries by age and gender, 2012 and 2021

	2012	2021	Trend
Female			
<18	23	20	-13%
18-24	32	15	-53%
25-49	68	58	-15%
50-64	67	64	-4%
65+	64	64	0%
Unknown	0	0	-
Total	254	221	-13%

Male			
<18	49	39	-20%
18-24	77	68	-12%
25-49	266	217	-18%
50-64	115	129	+12%
65+	87	110	+26%
Unknown	0	0	-
Total	594	563	-5%

2.5 Area and Road Type

Half of road fatalities in Slovenia occurred on rural roads (50%). The percentage of fatalities that occurred on urban roads in Slovenia (37%) is similar to the EU average (39%). Over the period 2012-2021, the number of fatalities and serious injuries decreased on all road types in Slovenia except for urban roads.

Table 8: Number of fatalities by road type, 2012 and 2021

	2012	2021	Trend	EU trend
Motorway	20	15	-25%	-6%
Rural	68	57	-16%	-28%
Urban	42	42	0%	-24%
Unknown	0	0	-	-48%
Total	130	114	-12%	-25%

Figure 7. Distribution of road fatalities by road type, 2021

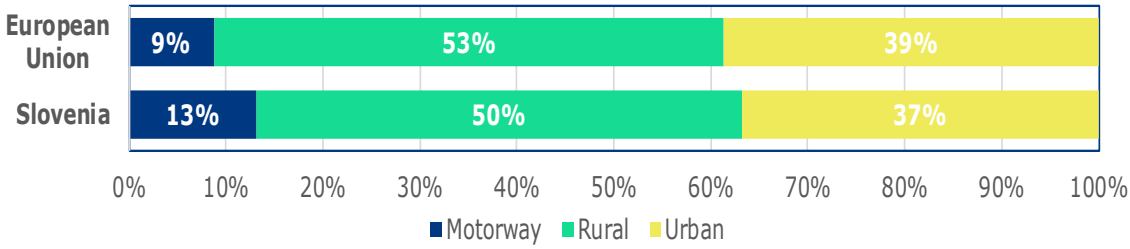
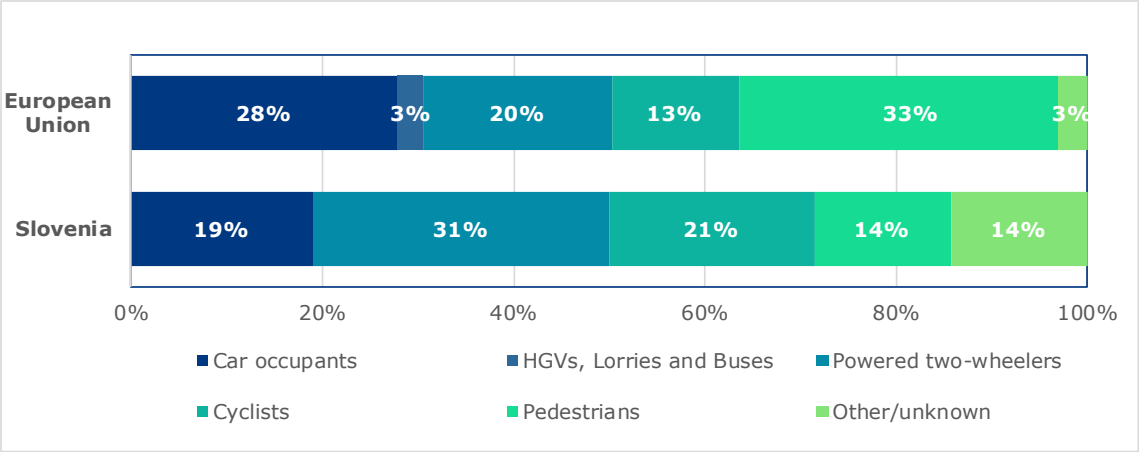


Table 9: Number of serious injuries by road type, 2012 and 2021

	2012	2021	Trend
Motorway	65	35	-46%
Rural	292	253	-13%
Urban	491	496	+1%
Unknown	0	0	-
Total	848	784	-8%

Figure 8. Distribution of road fatalities inside urban areas by type of transport mode, 2021



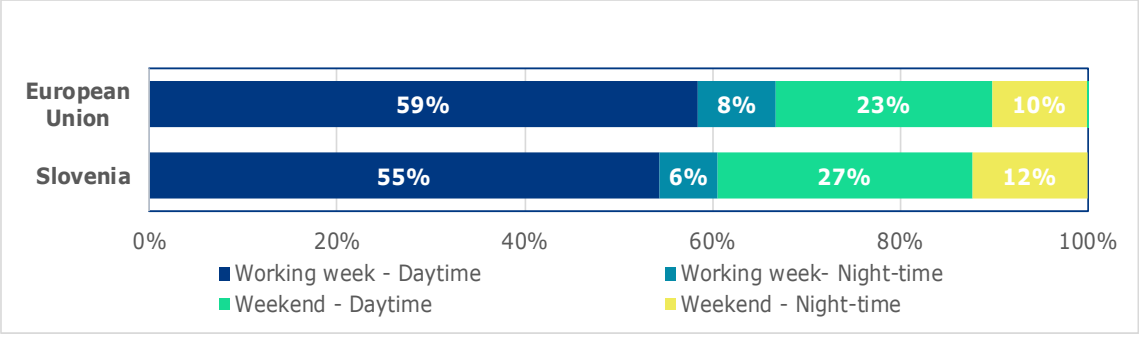
2.6 Time Period

The distribution of fatalities by day of the week and time of the day is similar to that of the EU. Most fatalities occurred during working weekdays.

Table 10: Number of fatalities by time period, 2012 and 2021

	2012	2021	Trend	EU trend
Working week - Daytime	71	62	-13%	-21%
Working week- Night-time	9	7	-22%	-30%
Weekend - Daytime	33	31	-6%	-25%
Weekend - Night-time	17	14	-18%	-39%
Unknown	0	0	-	-75%
Total	130	114	-12%	-25%

Figure 9. Distribution of road fatalities by time period, 2021



2.7 Lighting and Weather Conditions

According to the distribution of fatalities by lighting and weather conditions, the majority of fatalities both in Slovenia and in the EU occurred during daylight and under dry weather conditions. During rainy conditions, road crash fatalities decreased more than in the EU on average.

Table 11: Number of fatalities by lighting and weather conditions, 2012 and 2021

	2012	2021	Trend	EU trend
Lighting Conditions				
Daylight	/	73	-	-17%
Twilight	/	7	-	-25%
Darkness	/	34	-	-33%
Weather Conditions				
Dry	116	102	-12%	-24%
Rain	12	7	-42%	-28%
Other/Unknown	2	5	-	-25%

3. Safety Performance Indicators

3.1 Road User Behaviour

Table 12: Road Safety Performance Indicators, 2022 or latest available year

	Slovenia	EU
Speeding[c] % of passenger cars travelling within speed limits[1]		
Motorways	/	-
Rural Roads	/	-
Urban Roads	/	-
Seat belt & CRS use rates (%)[1,2]		
Front	95.0	93.3
Rear	78.0	75.5
Child restraint systems	/	67.0
Helmet use rates (%)[1]		
PTW driver	80.3	97.0
PTW passenger	65.5	94.4
Cyclist	/	37.8
DUI of Alcohol[3] (self-reported)		
% car drivers have driven at least once in the last 30 days over the legal limit	14.5	11.8
Driver Distraction[1]		
% of drivers not using hand-held mobile device/phone while driving	/	94.8

Sources: [1]Baseline project, [2]ETSC (2022), [3]ESRA3 project (2024), [4]national sources

[c] An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison. Please also note that for some Safety Performance Indicators of Section 3, the EU average is based on a small number of EU Member States with available data (see Section 6.1).

3.2 Vehicle Safety

Table 13: Vehicle Safety Performance Indicators, 2019

	Slovenia	EU
% of new passenger cars rated with 4 EuroNCAP stars and above[1]	/	83.6
Average age of passenger car fleet (years)[2]	12.0	11.8

Sources: [1]Baseline project, [2]ACEA (2022)

3.3 Enforcement

Table 14: Number of traffic police tickets per thousand population, 2020

Tickets per 1,000 population	Slovenia	EU
Speeding	52.7	139.7
Non-use of seat-belt	17.8	5.7
Illegal use of mobile phone	17.5	4.4
Driving above legal alcohol limits	5.6	1.9

Source: ETSC (2022)

4. Road Safety Policy and Measures

4.1 National Road Safety Strategy

Table 15: National road safety strategy and targets

	Slovenia
Timeframe	2013-2022, 2023-2030
Lead Authority	Slovenian Traffic Safety Agency with other experts from Interministerial working group responsible for monitoring and education of the national program.
Targets	
Fatalities	-50%
Serious injuries	-50%
Baseline Year	2023
SPIs	The new national safety programme will include key performance indicators. At this moment no specific targets have been set.
Link	https://www.avp-rs.si/management-varnosti-cestnega-prometa/nacionalni-program-2013-2022/#nacionalniprogram

Source: national sources

4.2 Traffic Laws and Regulations

National road safety legislation in Slovenia generally reflects the situation in the majority of EU countries with one exception. The legislation regarding drink driving is somewhat stricter than in most European countries: there is a zero-percent alcohol limit for novice drivers and professional drivers.

Table 16: National road safety legislation

	Slovenia	Most common in EU
Speed limits for passenger cars (km/h)		
Urban roads	50	50: 26/27
Rural roads	90	90: 17/27
Motorways	130	130: 14/27
Allowed BAC levels (g/l)		
General population	0.5	0.5: 19/27
Novice drivers	0.0	0.2: 12/27, 0.0: 9/27
Professional drivers	0.0	0.2: 10/27, 0.0: 9/27, 0.5: 6/27
Seatbelt requirement		
Drivers	Yes	Yes: 27/27
Front Passenger	Yes	Yes: 27/27
Rear Passenger	Yes	Yes: 27/27
Child restraint systems		

	Slovenia	Most common in EU
CRS required	Up to 140cm	up to 135 cm: 11/27, up to 150 cm: 11/27
Children in front seats	Allowed in CRS	Allowed in CRS: 22/27
Children on motorcycles	Prohibited under 12 years	Prohibited under certain age/height: 18/27
Helmet requirement		
Powered Two Wheelers	Yes	Yes: 27/27
All roads	Yes	Yes: 27/27
All engines	Yes	Yes: 25/27
Cyclists	No	Not mandatory: 19/27
Age restriction	Up to 18 years	Not restricted: 16/27
Mobile phone use		
Hand-held phone use allowed	No	No: 26/27
Hands-free phone use allowed	Yes	Yes: 27/27
E-scooters		
Age restriction	Allowed from 14 years	Not restricted: 9/27, Allowed from 14 years: 6/27
Max. speed limit (km/h)	25	25: 18/27
Helmet required	Up to 18 years	Not required: 12/27
Allowed on road lanes	Yes	Yes: 18/27
Allowed on pavements	Yes	No: 13/27, Yes: 9/27
Allowed on bicycle paths	Yes	Yes: 21/27

Sources: EC (2023), WHO (2018), FERSI (2020), National sources

4.3 Driving Licences

Table 17: Policies and regulations related to driving licences

	Slovenia	Most common in EU
Novice Drivers		
Accompanied driving	16 years old	17 years: 13/27, No: 7/27
Probation period for novice drivers	-	2 years: 7/27, 3 years: 5/27
Renewal procedure		
Renewal procedure (compulsory)	Yes	Yes: 26/27
Renewal interval (Age)	80 years old	Every 10years: 13/27, Every 15years: 9/27
Medical requirements	-	Yes: 22/27

Source: National sources

4.4 Road Infrastructure

Table 18: Policies and regulations related to road infrastructure

	Slovenia	Most common in EU
Audits or star rating required for new road infrastructure	Partial	Yes: 10/27, Partial:17/27
Inspections / star rating of existing roads	Yes	Yes:26/27
Design standards for the safety of pedestrians / cyclists	Yes	Yes:25/27
Investments to upgrade high risk locations	Yes	Yes:20/27
Policies & investment in urban public transport	Yes	Yes:23/27
Policies promoting walking and cycling	Yes	Yes: 21/27

Source: WHO (2018)

5. Structure and Culture

5.1 Country Characteristics

Population density in Slovenia is similar to the EU average. Its GDP per capita is below that of the European Union.

Table 19: Country Characteristics, 2021

	Slovenia	EU
Demographics[2]		
Population (inhabitants)	2,108,977	447,000,548
Population density (inh./km^2)	104.4	109.0
% children (0-17)	17.7	18.2
% adults (18-64)	61.6	61.6
% elderly (65+)	20.7	20.3
% of urban population	55.4	75.2
Economic Data[2]		
GDP per capita (euro)	24,770	32,560
Infrastructure[1]		
Country Area (km^2)	20,273	4,225,134
Road network length (km)	38,801	4,473,380
Road density (km/km^2)	1.9	1.10
% of motorways	1.59	1.67
% GDP spent to road infrastructure[3]	0.6	0.4
Vehicle Fleet[1]		
Vehicles per population	0.69	0.73
% of passenger cars	81.4	77.3
% of motorcycles	10.0	11.4
% of HGVs	8.5	11.1
% of buses	0.2	0.2
Exposure[1]		
Modal split of passenger transport on land (passenger-km in %):		
- Passenger cars	90.0	85.2
- Bus/coach/Metro/Tram	8.2	8.7
Modal split of freight transport on land (tonne-km in %):		
- Road	66.4	74.6
- Rail	33.6	16.4
Environment[1]		
CO2 emissions from road transport (million tonnes)	5.1	739.8
Share of road transport emissions in total transport emissions (%)	93.9	76.3

Sources: EC (2022), Eurostat, OECD (2023)

5.2 Structure of Road Safety Management

Table 20: Road Safety Management Structure

Key Functions	Key Actors
Formulation of national road safety strategy	- Ministry of Infrastructure - Slovenian Traffic Safety Agency
Monitoring of the road safety development	- Slovenian Traffic Safety Agency
Improvements in road infrastructure	- Ministry of Infrastructure - The Slovenian Infrastructure Agency (Former Slovenian Roads Agency) - Slovenian Traffic Safety Agency - DARS (Motorways operator)
Improvement in vehicles	- Ministry of Infrastructure
Improvement in road user education	- Slovenian Traffic Safety Agency - Ministry of Education, Science and Sport
Publicity campaigns	- Slovenian Traffic Safety Agency - Ministry of the Interior - Police - NGOs - Ministry of health
Enforcement of traffic laws	- Ministry of Interior - Police - Local authorities
Other relevant actors	- Public Administration and the Municipalities - Several NGOs related to different types of road users

Source: National sources

5.3 Self-declared behaviour & Attitudes

Table 21: Self-declared behaviour and attitudes

	Slovenia	EU Average	Ranking among EU countries
Risk Taking *% at least once in the past 30 days*			
- drive after drinking alcohol	20.4	17.0	12/18
- drive faster than the speed limit inside urban areas	58.9	55.7	12/18
- transport children under 150cm without using CRS	12.5	17.2	5/18
Enforcement Perception *% of likely of being checked for*			
- drink-driving	9.3	16.8	18/18
- respecting speed limits	19.4	34.4	18/18
- using of hand-held mobile phone while driving	9.4	15.0	15/18
Support for policy measures *% of support to a legal obligation to*			
- zero tolerance for all novice drivers	86.0	76.6	1/18
- limiting the speed limit to 30km/h in all built-up areas (except on main thoroughfares)	27.4	38.3	16/18
- requiring all cyclists to wear a helmet	55.5	60.1	11/18

Source: ESRA3 project (2024)

6. Notes

6.1 Data Sources

CARE (Community database on road accidents in Europe)
All information in section 1 of the Country Profile is based on the CARE database. The full glossary of definitions of variables used in this Report is available at EC Mobility & Transport - Road Safety webpage.

The European average is based on the average of the 27 EU countries. EU trends and aggregated figures are based on the most recent figures available (2021). In case of missing values, the EU averages and aggregated data were produced by imputing figures based on data from previous years. For values less than 10, the trend is not shown since it may be due to randomness. Also, due to missing data on serious injuries for some EU countries, EU total/average is not calculated. Date of extraction: July 2023

ACEA (2022)
European Automobile Manufacturers' Association. *The automobile industry - Pocket guide 2022/2023*. ACEA, 2022.
https://www.acea.auto/files/ACEA_Pocket_Guide_2022-2023.pdf

Data on the average age of the passenger car fleet come from the ACEA. The European average is based on the average of 24 EU countries. Date of extraction: July 2023

Baseline project
Information in section 3 is based on Key Performance Indicators collected within the Baseline project.
https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/key-performance-indicators-kpis_en

Alternative sources were used for countries with no available data in the Baseline project (e.g., ETSC, national sources). The European average is based on the average of 17 EU countries for speeding, 23 EU countries for seat-belt use, 13 EU countries for CRS use, 14 EU countries for helmet use, 14 EU countries for driver distraction and 13 EU countries for vehicle safety. Date of extraction: July 2023

European Commission 2023
Data were retrieved from EC Mobility & Transport - Road Safety website:https://europa.eu/youreurope/citizens/travel/driving-abroad/road-rules-and-safety/index_en.htm
Date of extraction: July 2023

European Commission – Statistical Pocketbook 2023 (b)
European Commission, Directorate-General for Mobility and Transport. *EU transport in figures – Statistical pocketbook 2023*. Publications Office of the European Union, 2023. Date of extraction: November 2023 https://data.europa.eu/doi/10.2832/319371

Eurostat
Data were retrieved from Eurostat: https://ec.europa.eu/eurostat
The European average is based on the average of the 27 EU countries. Date of extraction: July 2023

ESRA project
Information in sections 3 (drink-driving) and 5.3 is based on data from the ESRA 3 (E-Survey of Road Users' Attitudes) project (2023). https://www.esranet.eu/

The European average is the average of 17 European countries. In the ranking of the countries in Table 21, Switzerland is also included. Date of extraction: November 2023

ETSC
Information in section 3 is based on data from the following ETSC report. The European average is the average of 24 European countries for all indicators, except the alcohol related tickets (20 countries).

European Transport Safety Council. *How traffic law enforcement can contribute to safer roads*. PIN Flash Report 42. ETSC, 2022. https://etsc.eu/how-traffic-law-enforcement-can-contribute-to-safer-roads-pin-flash-42/

FERSI (2020)
Kamphuis, K. & van Schagen, I. (2020) E-scooters in Europe: legal status, usage and safety. Results of a survey in FERSI countries. FERSI paper. https://fersi.org/. Date of extraction: July 2023

IRTAD (International Traffic Safety Data and Analysis Group)

Data related to the percentage of GDP spent to road infrastructure (Section 5.1) is retrieved from the OECD database: https://stats.oecd.org/. Date of extraction: July 2023

WHO
Data were retrieved from the WHO Global Status Report on Road Safety, published in 2018. The European average is based on the average of the 27 EU countries.
https://www.who.int/violence_injury_prevention/road_safety_status/

2018/en/. Date of extraction: July 2023

6.2 Definitions

Road Crash
Any crash involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person. Data are based on police reports and there may be an underestimate because of underreporting (especially for non-fatal crashes and crashes not involving a motorised vehicle).

Fatalities
Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

Seriously injured (at 30 days)
Total number of persons seriously injured corrected by correction factors when needed. Injured (although not killed) in the road crash and hospitalized at least 24 hours. The definition of "serious injury" varies considerably among EU countries, affecting, thus, the reliability of cross-country comparisons.

Lorry, under 3.5tn
Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicles used only for the transport of goods.

Heavy Goods Vehicles
Goods vehicle over 3.5t maximum gross weight. Larger motor vehicles used only for the transport of goods.

Powered two-wheelers
Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

Working week – Daytime
Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – Night-time
Monday 10 p.m. to Tuesday 5.59 a.m.
Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.
Thursday 10 p.m. to Friday 5.59 a.m.

Weekend – Daytime
Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend – Night-time
Friday 10 p.m. to Saturday 5.59 a.m.
Saturday 10 p.m. to Sunday 5.59 a.m.
Sunday 10 p.m. to Monday 5.59 a.m.

Speeding
The percentage of passenger cars travelling within legal maximum speed limits based on roadside measurements during daytime.

Seat belt & CRS use rates
The percentage of passenger car occupants using seat belts and child restraint systems (CRS) based on roadside observations during daytime.

Helmet use rates
The percentage of powered two-wheeler riders and cyclists using helmets based on roadside observations during daytime. Helmet use rates for cyclists in some countries concern only urban roads. Please note that in some countries the use of helmets is not obligatory for cyclists (see Table 16).

DUI of Alcohol
The percentage of car drivers who have driven at least once in the last 30 days over the legal alcohol limit based on a self-reported survey.

Driver Distraction
The percentage of drivers not using a hand-held mobile device/phone while driving based on roadside surveys during daytime on working days. The vehicle types included are passenger cars, light goods vehicles and buses/coaches.

Explanations of symbols in tables:
/ : not available
- : not applicable (e.g. calculation cannot be performed)


Publications Office