

Road Safety Country Overview



Croatia



Croatia has a low population density.

Structure and Culture

Basic Data

Table 1: Basic data of Croatia in relation to the EU average

Basic data of Croatia	EU average
- Population: 4,19 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 56.600 km ² (2015)[2] (1,1% water) (2015)[4]	159.678 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015) [3]:	(2015)
- Average winter temperature (Nov. to April): 5,7°C	5,1°C
- Average summer temperature (May to Oct.): 14,5°C	16,6°C
- Annual precipitation level: 861 mm	691,5 mm
- Exposure: 204.000 billion vehicles km (2014) [1]	168.260 million vehicle km (2015)
- 0,39 vehicles per person (2015) [2]	0,57 (2015)

Sources: [1] IRTAD; [2] EUROSTAT; [3] DG MOVE; [4] CIA

Country characteristics

Table 2: Characteristics of Croatia in comparison to the EU average

Characteristics of Croatia	EU average
- Population density: 74,4 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]	
14,7% children (0-14 years)	15,6% children
66,5% adults (15-64 years)	65,6% adults
18,8% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €10.462 (2015) [2]	€27.198 (2015)
- 59,6% of population lives inside urban area (2015)[4]	72,6 (2015)
- Special characteristics [4]: geographically diverse; flat plains along Hungarian border, low mountains and highlands near Adriatic coastline and islands	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

Structure of road safety management

The National programme for Road Safety was adopted by the Croatian Government in April 2011. The Programme is implemented by several ministries and agencies, however the coordination of all the Ministries involved is carried by the Ministry of Interior.

The following key actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Croatia

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Interior - Ministry of Sea, Transport and Infrastructure - Ministry of Science, Education and Sports - Ministry of Health and Social Welfare - Ministry of Justice - Croatian Automobile Club - Centre for Croatian vehicles - Croatian Roads - Croatian Insurance Bureau
2. Monitoring of the RS development in the country	- Ministry of Interior
3. Improvements in road infrastructure	- Croatian Automobile Association - Ministry of Maritime Affairs, Transport and Infrastructure - Local administration
4. Vehicle improvement	- Croatian Roads d.o.o - State Office for Metrology - Centre for Croatian vehicles
5. Improvement in road user education	- Ministry of Interior - Ministry of Maritime Affairs, Transport and Infrastructure - Professional Driving Schools - Ministry of Education - Croatian Autoclub (HAK)
6. Publicity campaigns	- Ministry of Health - Ministry of the Interior - Croatian Autoclub (HAK) - Croatian Radiotelevision
7. Enforcement of road traffic laws	- Police department - Ministry of Interior - Supreme Court of Croatia - Local administration
8. Other relevant actors	- The Ministry of Health

Sources: national sources

Attitudes towards risk taking

As Croatia is not part of the ESRA survey, there is no information on attitudes that is comparable to other European countries.

In view of Croatian membership in the European Union as of 2013, the Croatian Government adopted the National Programme for Road Safety 2011-2020.

Croatia has set road safety targets that fit into the goal of reducing fatalities by 50% of the EC.

Programmes and measures

National strategic plans and targets

- The latest National Road Safety Programme of the Republic of Croatia, proposed by the Ministry of Interior, was adopted in 2011 and covers the period 2011-2020.
- Targets (referred to 2010):

Table 5: Road safety targets for Croatia

Year	Fatalities
2020	-50% Max. 213

Sources: national sources

- Priority topics:
 - Improvement in road user behaviour which includes: speed, drink and drug driving, seat-belts and helmets, road safety education, driver training and driving tests, the most vulnerable road users, not keeping a safe distance, aggressive driving, driver fatigue and distracted driving.
 - Better road infrastructure which includes: identifying and eliminating high risk sites, improving road safety on urban roads, wrong-way driving on motorways, traffic safety in tunnels.
 - Safer vehicles which includes: active and passive safety, school buses, goods vehicles and buses, vehicle roadworthiness
 - Effective post-crash medical care which includes: emergency medical services, hospital care, first aid education of the public
 - Other areas of actions which includes: civil society organizations and the public, legislation, establishing new road safety authorities, science-based traffic safety

(Sources: national sources)

Road infrastructure

Table 6: Description of the road categories and their characteristics in Croatia

Road type	General speed limits for passenger cars (km/h)
Urban roads	50
Rural roads	90
Motorways	130

Source: EC DG-Move, 2017

- Special rules for:
 - 80km/h on rural roads and 90km/h on motorways for heavy goods vehicles (over 3,5t)
- Guidelines and strategic plans for infrastructure are available in Croatia.

High risk site treatment has already been implemented in Croatia.

Table 7: Obligatory parts of infrastructure management in Croatia and other EU countries

Obligatory parts in Croatia:	EU countries with obligation
Safety impact assessment: -	32%
Road safety audits: -	81%
Road safety inspections: -	89%
High risk site treatment: yes	74%

Sources: national sources

- Recent activities of road infrastructure improvement have been addressing:
 - projects that are being made to eliminate high risk sites on motorways and on county and local roads.

(Sources: national sources)

Traffic laws and regulations

Table 8: Description of the regulations in Croatia in relation to the most common regulations in other EU countries

Regulations in Croatia [1]	Most common in EU (% of countries)
Allowed BAC ¹ levels:	
- General population: 0,5‰	0,5‰ (61%)
- Novice drivers: 0,0‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,0‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: obligatory up to 16 years old	Not obligatory (46%)
- Daytime running lights are mandatory for motorcycles and mopeds and during winter time for other vehicles	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move; [2] WHO, 2013

Croatia has a zero tolerance law for drink-driving for novice drivers, which is stricter than the most common in the EU.

¹ Blood Alcohol Concentration

Child restraint and helmet wearing law enforcement is assessed as less effective in Croatia than in most countries in the EU.

Enforcement

Table 9: Effectiveness of enforcement effort in Croatia according to an international respondent consensus (scale = 0-10)

Issue	Score for Croatia	Most common in EU (% of countries)
Speed legislation enforcement	7	7 (43%)
Seat-belt law enforcement	7	7 (25%) and 8 (25%)
Child restraint law enforcement	5	8 (39%)
Helmet legislation enforcement	7	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

Road User Education and Training

Table 10: Road user education and training in Croatia compared to the situation in other EU countries

Education and training in Croatia	Most common in EU (% of countries)
General education programmes:	
- Primary school: not compulsory (only pilot projects)	Compulsory (71%)
- Secondary school: not compulsory	Compulsory (43%)
- Other groups: safety education activities for target groups (vulnerable road users)	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16-24 years (starting with AM category)	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21 years	21 years (89%)
- Lorries and trucks: 18-24 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources

Public Campaigns

Table 11: Public campaigns in Croatia compared to the situation in other EU countries

Campaigns in Croatia	Most common issues in EU (% of countries)
Organisation:	
- Ministry of the Interior	
- Ministry of in charge of education	
- Croatian Autoclub	
Main themes:	
- Seat-belts and child restraint systems	Drink-driving (96%)
- Helmets	Speeding (86%)
- Vulnerable road users (pedestrians, cyclists, motor riders, children)	Seat-belt (79%)

Sources: national sources

Road safety education is not compulsory in Croatia at primary and secondary schools.

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Croatia, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 24 months, then every 12 months	Every 12 months (39%)
Motorcycles: every 12 months	Every 24 months (32%)
Buses or coaches: every 12 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Mandatory vehicle inspection periods are similar to the most common periods in other EU countries.

The amount of speed tickets per population in Croatia has increased over time.

Road Safety Performance Indicators

Speed

Table 13: Number of speed tickets per population in Croatia versus the EU average

Measure	2011	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	52	66	6,1%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Croatia compared to the EU average

Road type	2004	2012	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Table 15: Mean speed per road type in Croatia compared to the EU average

Road type	2004	2012	Average annual change	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	n/a	n/a	-	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015

Alcohol

Table 16: Road side surveys for drink-driving in Croatia compared to the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	n/a	n/a	-	209
% tested over the limit	n/a	n/a	-	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

There is no information on drink-driving in Croatia.

In Croatia, the vehicle fleet is older than the EU average.

Vehicles

Table 17: State of the vehicle fleet in Croatia compared to the EU average

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- < 2 years: 5,7%	<2 years: 10,5%
- 2 to 5 years: 8,6%	2 to 5 years: 12,5%
- 5 to 10 years: 26,7%	6 to 10 years: 26,0%
- > 10 years: 59,0%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: no information	5 stars: 52,5%
- 4 stars: no information	4 stars: 4,5%
- 3 stars: no information	3 stars: 2,9%
- 2 stars: no information	2 stars: 0,5%
- not tested: no information	not tested: 39,6% ²

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Croatia versus the average in EU

Protective systems	EU average ³
Daytime seat-belt wearing in cars and vans (2014):	(2016)
- 65% front	not available
- no information on % driver	91,6% driver
- no information on % front passenger	92,4% front passenger
- 30% rear	70,9% rear
- no information on % child restraints	not available
Helmet use (2009):	
- 50% motorcyclists	not available
- no information on % cyclists	

Source: WHO, 2015

Seat-belt wearing rates are lower than the EU average.

² Based on data of 25 EU countries (excl. HR, LU and MT).

³ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

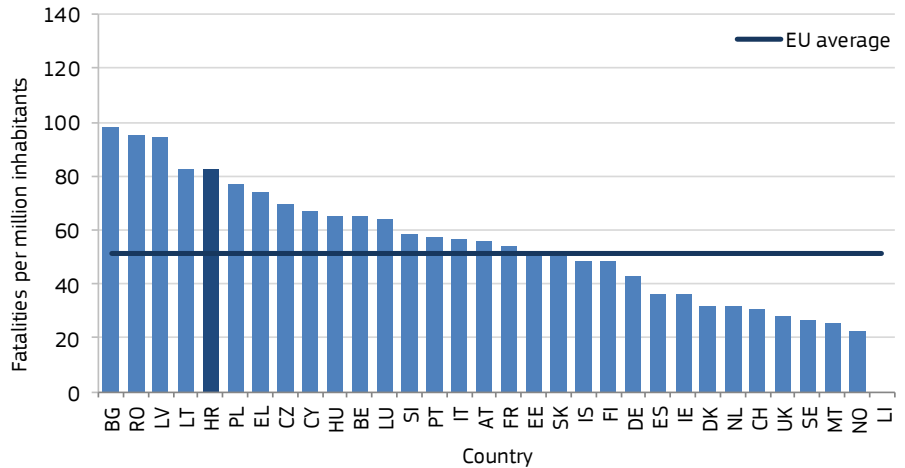
Road Safety Outcomes

General positioning

The fatality rate of Croatia has been higher than the EU average (around 82 fatalities per million population in 2015) in all years between 2001 and 2015.

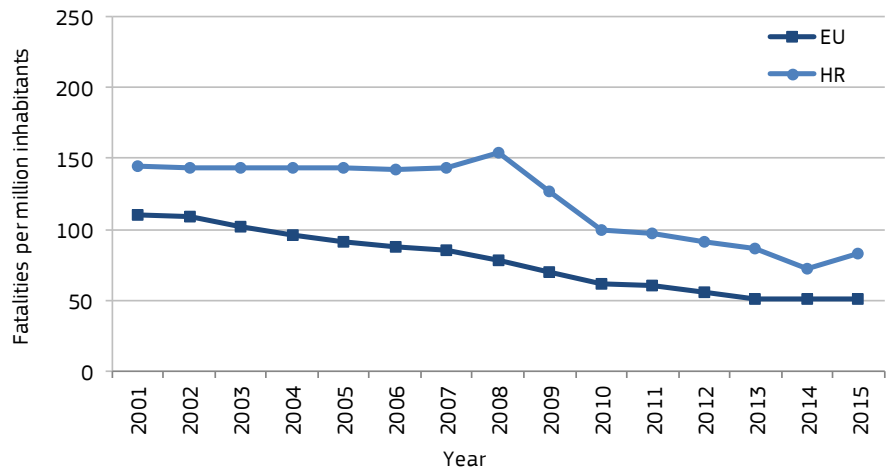
The fatality rate of Croatia has been higher than the EU average in all years between 2001 and 2015.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Croatia and the EU average



Sources: CARE, Eurostat

The share of motorcyclist fatalities is a bit higher compared to the EU average.

Transport mode

The share of motorcyclist fatalities is a bit higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2007 and 2015 was 6%, it was 8% for car occupants. In the same period, the annual reduction rate of pedestrian was 8%. The rate of cyclist fatalities rose (+2%).

Table 19: Reported fatalities by mode of road transport in Croatia compared to the EU average

Transport mode	2007	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	124	61	-8%	18%	21%
Car occupants	309	164	-8%	47%	46%
Motorcyclists	96	58	-6%	17%	14%
Mopeds	20	14	-4%	4%	3%
Cyclists	28	34	2%	10%	9%
Bus/coach occupants	6	1	-20%	0%	0%
Lorries or truck occupants	17	11	-5%	3%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Croatia versus the EU average

Age and gender	2008	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	9	6	-6%	2%	1%
15 – 17 years	3	5	8%	1%	1%
18 – 24 years	16	3	-21%	1%	3%
25 – 49 years	40	20	-9%	6%	6%
50 – 64 years	44	18	-12%	5%	4%
65+ years	45	22	-10%	6%	10%
Males					
0-14 years	11	8	-4%	2%	1%
15 – 17 years	13	2	-23%	1%	2%
18 – 24 years	114	42	-13%	12%	11%
25 – 49 years	221	120	-8%	34%	29%
50 – 64 years	87	61	-5%	18%	16%
65+ years	59	41	-5%	12%	17%
Nationality of killed person					
National	556	328	-7%	94%	n/a
Non-national	63	17	-17%	5%	n/a

Sources: CARE, national sources

Croatia has a higher share of road fatalities of males aged 25 to 49 than to the EU average.

Fatalities in built-up areas are over-represented in Croatia.

Location

Fatalities in built-up areas are over-represented in Croatia compared to the EU average.

Table 21: Reported fatalities by location in Croatia compared to the EU average

Location	2007	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	328	220	-5%	63%	37%
Rural areas	226	112	-8%	32%	53%
Motorways	65	16	-16%	5%	8%
Junctions	82	44	-7%	13%	20%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Croatia compared to the EU average

Conditions	2007	2015	Average annual change	Share in 2015	EU average (2015)
Lighting conditions					
During daylight	312	185	-6%	53%	52%
During night-time	283	137	-9%	39%	31%
Weather conditions					
While raining	71	43	-6%	12%	9%

Sources: CARE, national sources

The share of fatal single vehicle accidents in Croatia is a bit higher than the EU average.

Single vehicle accidents

Table 23: Reported fatalities by type in Croatia compared to the EU average

Accident Type	2007	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	237	108	-9%	31%	29%

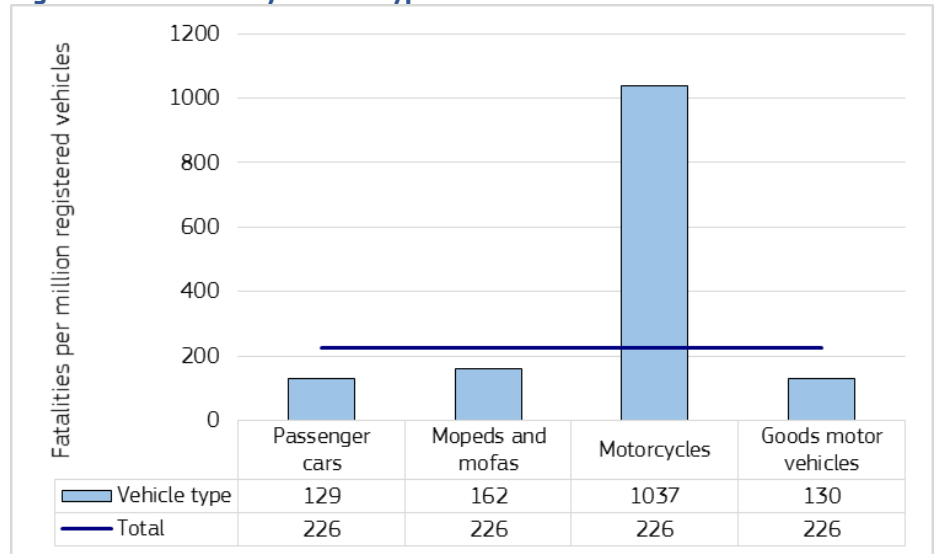
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

Risk Figures

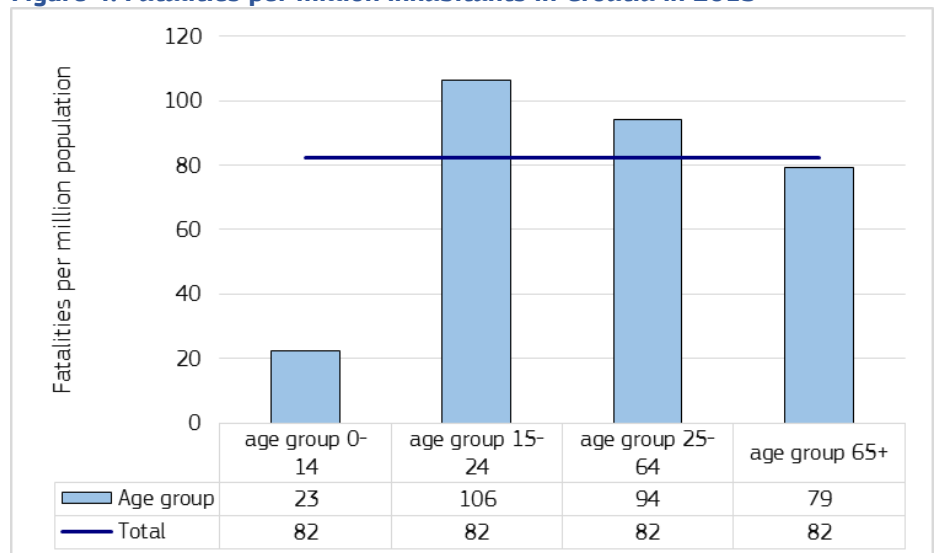
Figure 3: Fatalities by vehicle type in Croatia in 2012



Sources CARE, UNECE

In Croatia motorcyclists, youngsters and the elderly have the highest risk.

Figure 4: Fatalities per million inhabitants in Croatia in 2015



Sources: CARE, EUROSTAT

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁴ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Croatia versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Estimated costs of traffic casualties in Croatia are lower than the EU average.

⁴ Value of Statistical Life

The amount of speed tickets per population in Croatia has increased over time.

Synthesis

Safety position

- Croatia - with 82 fatalities per million population - is the fifth country with the highest fatality rate among the EU countries in 2015.

Scope of problem

- The fatality shares by mode of transport in Croatia are similar to the EU average. The share of motorcyclist fatalities is a bit higher compared to the EU average.
- Fatalities in built-up areas are over-represented in Croatia.
- Seat-belt wearing rates are lower than the EU average.
- The passenger car fleet in Croatia is older than the average EU car fleet.

Recent progress

- The annual fatality rates per million population were decreased from 2008 until 2014, with a significant drop occurring during 2008-2010. However, an increase in fatality rates occurred in 2015.
- A decrease in the number of fatalities can be observed for all age groups and most transport modes in Croatia.
- The amount of speed tickets per population in Croatia has increased over time.

Remarkable road safety policy issues

- Croatia has set road safety targets that fit into the goal of reducing fatalities by 50% of the EC.
- High risk site treatment has already been implemented in Croatia.
- Croatia has a zero tolerance law for drink-driving for novice and professional drivers.

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Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2017.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

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8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview - Croatia, European Commission, Directorate General for Transport, September 2017.



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