European Commission

European Road Safety Observatory
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Road Safety Country Overview

Slovenia

Transport

Structure and Culture

Basic Data

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

Basic data of Slovenia	EU average
- Population: 2,06 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 20.273 km^2 (2015) [2]	159.663 km^2 (2015)
(0,6%) (2015)[4]	2,94% water (2015)
- Climate and weather conditions (capital city; 2015):	(2015)
- Average winter temperature (Nov. to April): 3,8°C	6,5°C
- Average summer temperature (May to Oct.): 17,2°C	17,8°C
- Annual precipitation level: 1.362 mm	651 mm
- Exposure: 12,9 billion vehicle km (2014) [1]	122,4 billion vehicle km (2014)[1]
- 0,67 vehicles per person (2014)[1]	0,62 (2014)

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

The share of Slovenians living inside urban areas is low compared to the EU average.

Country characteristics

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

Characteristics of Slovenia	EU average
- Population density: 102 inhabitants/km^2 (2015) [2]	114 inhabitants/km^2 (2015)
- Population composition (2015) [2]:	
14,8% children (0-14 years)	15,6% children
67,3% adults (15-64 years)	65,5% adults
17,9% elderly (65 years and over)	18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €18.000 (2015) [2]	€26.300 (2015)
- 49,6% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: mixed mountains and valleys with numerous rivers	

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

[1] Based on the average of 24 EU countries.

The National Road Safety Program 2013-2022 is based on a Vision Zero model.

Structure of road safety management

The Slovenian Traffic Safety Agency is the central institution for traffic safety. Its mission is to reduce the worst consequences of accidents (fatalities and injuries). The Agency performs regulatory, developmental, technical, and other tasks regarding drivers and vehicles, analytical and research work in the field of road safety, prevention, education, and training.

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

Table 3: Key actors per function in Slovenia

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Infrastructure - The Slovenian Infrastructure Agency (Former Slovenian Roads Agency) - Slovenian Traffic Safety Agency - DARS (Motorways operator)
2. Monitoring of the RS development in the country	- Slovenian Traffic Safety Agency
3. Improvements in road infrastructure	- Ministry of Infrastructure - The Slovenian Infrastructure Agency (Former Slovenian Roads Agency) - Slovenian Traffic Safety Agency
4. Vehicle improvement	- Slovenian Traffic Safety Agency
5. Improvement in road user education	- Slovenian Traffic Safety Agency
6. Publicity campaigns	- Slovenian Traffic Safety Agency - Ministry of the Interior, Police and Security Directorate
7. Enforcement of road traffic laws	- Ministry of Interior
8. Other relevant actors	- ROSEE Project - Public Administration and the Municipalities - Several NGOs Related to different type of Road Users

Sources: national sources

Attitudes towards risk taking

- Slovenian drivers are much more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is higher than the ESRA-average.

Slovenian drivers are much more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

Table 4: Road safety attitudes and behaviour of drivers

	Slovenia	ESRA average
Self-reported driving behaviour	**% of drivers that show behaviour at least once**	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	56%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	61%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	62%	68%
Supporting stricter legislation	**% of drivers that disagree with the following**	
What do you think about the current traffic rules and penalties in your country for each of the following themes?: **The penalties are too severe: for speeding**	39%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes?: **The penalties are too severe: alcohol**	76%	87%
Do you support the following measure?: **Zero tolerance for alcohol (0,0‰) for all drivers**	47%	41%
Perceived probability of being checked	**% of drivers with answers in following categories**	
In the past 12 months, have you been stopped by the police for a check? **(once or more)**	43%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (**Very (big) chance)**	44%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? **(once or more)**	26%	19%

Source: ESRA 2016

Legend
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse

Slovenia has adopted vision zero, with a focus on speeding, alcohol and vulnerable road users.

Programmes and measures

Road safety strategy of the country

- The Slovenian National Road Safety Programme 2013–2022 was adopted by the government in March 2013. The programme is based on Vision Zero — no fatalities and no seriously injured on Slovenian roads.
- The implementation of the new national road safety programme has been established at three levels: political, strategic and professional level.

National strategic plans and targets

- Targets:

Table 5: Road safety targets for Slovenia

Year	Fatalities	Serious injuries
2022	Max. 35 per million population	Max. 230 per million population

Source: IRTAD, 2016

- Priority topics:
- driver education and training
- preventative action and media campaigns for vulnerable road users such as pedestrians, children, the elderly and cyclists
- measures against the main killers on the roads: speed and alcohol.

(Source: IRTAD, 2016)

Road infrastructure

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

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

Source: IRTAD, 2015

- Special rules for:
  - Light motorcycles (A1; until 18 years): 80 km/h
  - 110 km/h on express roads

Guidelines and strategic plans for infrastructure are not available in Slovenia.

High risk site treatment, road safety audits and inspections are obligatory parts of infrastructure management in Slovenia.

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

Obligatory parts in Slovenia:	EU countries with obligation
Safety impact assessment: no	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: IRTAD, 2015

- Recent activities of road infrastructure improvement have been addressing:
  - Regular audits of the road network, with identification and treatment of high risk sections.
  - implementation of measures to prevent "wrong way" driving on the motorway network, including the installation of new traffic signs and equipment on public roads.
  - training for road safety auditors by local and foreign experts.

(Source: IRTAD, 2016)

Traffic laws and regulations

Slovenia has a zero BAC limit for drink-driving among novice and professional drivers.

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

Regulations in Slovenia [1]	Most common in EU (% of countries)
Allowed BAC[2] 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 14 years old	Not obligatory (46%)
- Daytime running lights are mandatory.	
- A demerit point system is in place. [2]	

Sources: [1] EC DG-Move, 2015; [2] WHO, 2013

[2] Blood Alcohol Concentration

Enforcement

Enforcement effectiveness of most issues in Slovenia is assessed as better than the EU average.

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

Issue	Score for Slovenia	Most common in EU (% of countries)
Speed legislation enforcement	8	7 (43%)
Seat-belt law enforcement	9	7 (25%) and 8 (25%)
Child restraint law enforcement	9	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 Slovenia compared to the situation in other EU countries

Education and training in Slovenia	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: not available	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (79%)
- Motorised two wheeler: 16 years for A1, 18 years for A2, 24 years for A	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 21 years	21 years (75%)

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

Education programmes, driving licences thresholds and campaign themes in Slovenia are similar to most EU countries.

Public Campaigns

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

Campaigns in Slovenia	Most common issues in EU (% of countries)
Organisation:	
- Slovenian Road Safety Agency (AVP) - Ministry of Interior - Police - Ministry of Health - Ministry of Infrastructure - Slovenian Infrastructure Agency - Civil organisations and NGOs	
Main themes:	
- speeding - drink-driving - seat-belts and child restraints systems - cyclists - elderly road users - safe routes to schools	Drink-driving (96%) Speeding (86%) Seat-belt (79%)

Sources: [1] IRTAD,2016; [2] national sources

Mandatory vehicle inspection periods are common to those of most EU countries.

Vehicles and technology (national developments)

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: 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

Road Safety Performance Indicators

Speed

The amount of speed tickets per population in Slovenia is below the EU average and decreased between 2007 and 2015.

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

Measure	2007	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	73	44	-6,1%	94

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

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

Road type	2008	2009	Change between the two years	EU average
Motorways	17%	26%	52,9%	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	84%	85%	1,2%	n/a

Sources: [1] ETSC, 2010

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

Road type	2008	2009	Change between the two years	EU average
Motorways	115 km/h	116 km/h	0,9%	n/a
Rural roads	n/a	n/a	-	n/a
Urban roads	57,6 km/h	58,2 km/h	1,0%	n/a

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

Alcohol

The percentage of drink-driving offenders decreased significantly between 2006 and 2015.

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

Measure	2006	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	162	156	-0,4%	209
% tested over the limit	8%	3,6%	-8,5%	2,2%

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

Vehicles

Slovenia has a relatively new and safe car fleet.

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

Vehicles	EU average
Cars per age group (2012) [1]:	Passenger cars (2012)
- ≤2 years: 8%	≤2 years: 9%
- 3 to 5 years: 17%	3 to 5 years: 13%
- 6 to 10 years: 33%	6 to 10 years: 28%
- >10 years: 42%	>10 years: 49%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 57,6%	5 stars: 52,5%
- 4 stars: 2,6%	4 stars: 4,5%
- 3 stars: 2,0%	3 stars: 2,9%
- 2 stars: 1,0%	2 stars 0,5%
- not tested: 36,8%	not tested: 39,6%[3]

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

Protective systems

Front seat-belt wearing rates are slightly higher in Slovenia than on average in the EU.

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

Protective systems	EU average[4]
Daytime seat-belt wearing in cars and vans (2011) [1]:	(2015)
- 94% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- 66% rear	69,5% rear
- 87-94% child restraints	not available
Helmet use:	
- no information on % powered two-wheelers riders	not available
- no information on % cyclists	

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

[3] Based on data of 25 EU countries (excl. HR, LU and MT).
[4] Based on data of 15 EU countries; data of AT, BE, IE, IT, LU, HU, FI, SE (2015); data of CZ, DE, DK, HR, LT, PL, UK (2014); data of PT (2013)

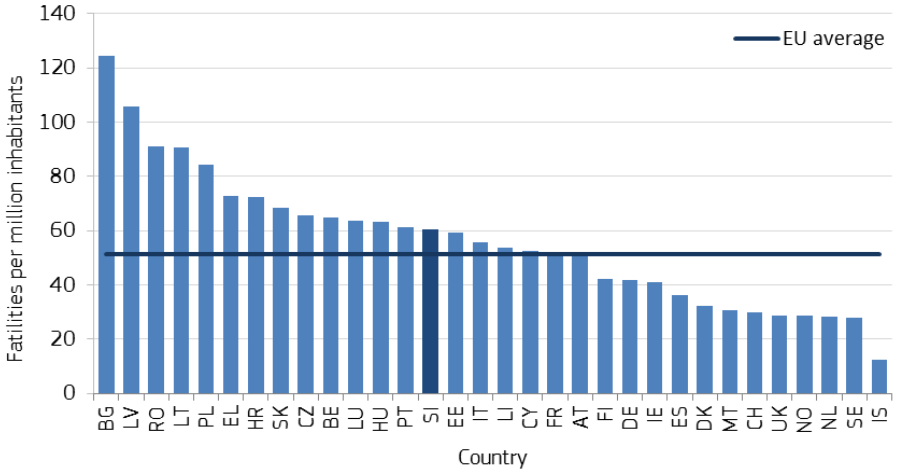
Road Safety Outcomes

General positioning

The fatality rate of Slovenia is higher than the EU average (around 61 fatalities per million population in 2014). Since 2010, the Slovene fatality rate and the EU average rate have shown similar developments. Before 2010, the Slovenian rate was partially much higher than the EU average rate.

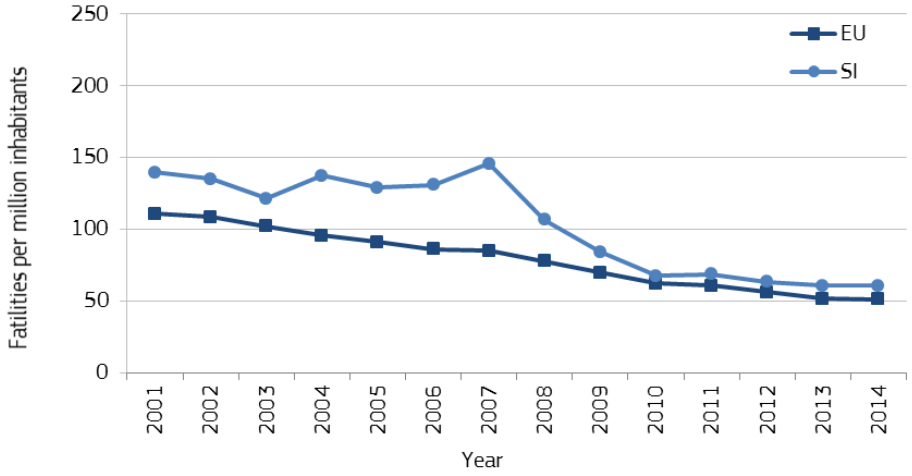
The fatality rate of Slovenia is higher than the EU average; the improvement was similar to the EU average in the period 2010-2014.

Figure 1: Fatalities per million inhabitants in 2014 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2014 for Slovenia and the EU average



Sources: CARE, Eurostat

The share of cyclist fatalities is higher than the EU average.

Transport mode

The share of cyclist fatalities is higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2013 was 6%, it was 8% for car occupants. In the same period, the annual reduction rate of pedestrian fatalities was 6%. There was no reduction of cyclist fatalities.

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

Transport mode	2001	2013	Average annual change	Share in 2013	EU average (2013)
Pedestrians	42	20	-6%	16%	22%
Car occupants	107	40	-8%	32%	45%
Motorcyclists	36	17	-6%	14%	15%
Mopeds	16	4	-11%	3%	3%
Cyclists	16	16	0%	13%	8%
Bus/coach occupants	0	0	0%	0%	1%
Lorries or truck occupants	8	6	-2%	5%	5%

Sources: CARE, national sources

Age, gender and nationality

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

Age and gender	2001	2013	Average annual change	Share in 2013	EU average (2013)
Females					
0-14 years	1	1	0%	1%	1%
15 – 17 years	4	0	-100%	0%	1%
18 – 24 years	4	8	6%	6%	3%
25 – 49 years	16	7	-7%	6%	6%
50 – 64 years	11	7	-4%	6%	4%
65+ years	15	8	-5%	6%	9%
Males					
0-14 years	3	2	-3%	2%	1%
15 – 17 years	16	2	-16%	2%	2%
18 – 24 years	48	14	-10%	11%	12%
25 – 49 years	100	36	-8%	29%	30%
50 – 64 years	29	21	-3%	17%	15%
65+ years	31	19	-4%	15%	16%
Nationality of driver or rider killed					
National	259	110	-7%	88%	n/a
Non-national	19	15	-2%	12%	n/a

Sources: CARE, national sources

The share of road fatalities by gender of Slovenia is similar to the EU average.

Location

Fatalities in built-up areas and on motorways are over-represented in Slovenia compared to the EU average.

Fatalities in built-up areas and on motorways are over-represented in Slovenia.

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

Location	2001	2013	Average annual change	Share in 2013	EU average (2013)
Built-up areas	91	53	-4%	42%	38%
Rural areas	163	56	-9%	45%	54%
Motorways	24	16	-3%	13%	7%
Junctions	28	15	-5%	12%	19%

Sources: CARE, national sources

Lighting and weather conditions

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

Conditions	2001	2013	Average annual change	Share in 2013	EU average (2013)
Lightning conditions					
During daylight	n/a	n/a	-	-	49%
During night-time	n/a	n/a	-	-	30%
Weather conditions					
While raining	31	14	-6%	11%	9%

Sources CARE, national sources

Single vehicle accidents

The share of fatal single vehicle accidents is substantially lower than the EU average.

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

Accident Type	2001	2013	Average annual change	Share in 2013	EU average (2013)
Single vehicle accidents	54	25	-6%	20%	28%

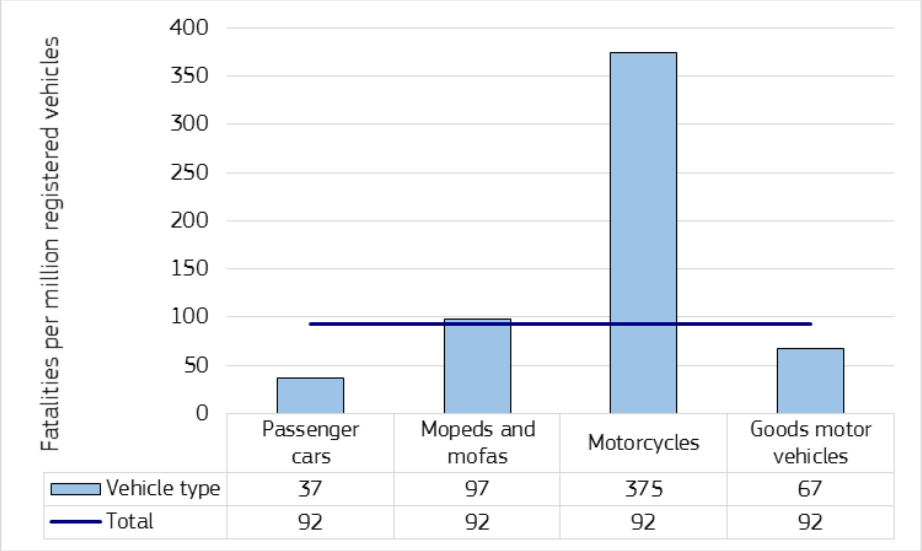
Sources: CARE, national sources

Under-reporting of casualties

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

Risk Figures

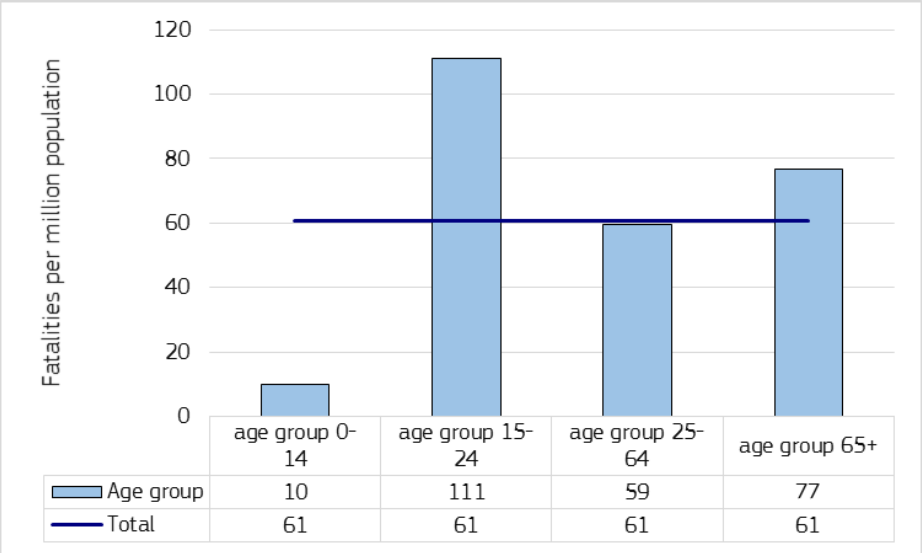
Figure 3: Fatalities by vehicle type in Slovenia in 2013



Sources CARE, IRTAD

As in other countries risk in Slovenia is highest for motorcyclists, youngsters and elderly people.

Figure 4: Fatalities per million inhabitants in Slovenia in 2013



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 (VSL[5] 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:

Slovenian costs of road accident casualties are slightly above the EU average.

Table 24: Cost (€) per injury type in Slovenia 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

[5] Value of Statistical Life

Synthesis

Safety position

- The number of fatalities per population in Slovenia in 2014 was 61, which is higher than the EU average.

Scope of problem

- The highest share of fatalities in Slovenia is that of car occupants, while cyclist fatalities are over-represented compared to the EU average. Motorcyclists are most at risk in Slovenia.
- The shares of fatalities in built-up areas and on motorways in Slovenia are higher than on average in the EU.

Recent progress

- Since 2010, the Slovene fatality rate and the EU average rate have shown similar developments. Before 2010, the Slovenian rate was partially much higher than the EU average rate.
- The amount of speed tickets per population in Slovenia is below the EU average and decreased between 2007 and 2015.
- The number of drink-driving offenders decreased between 2006 and 2015.

Enforcement effectiveness of most issues in Slovenia has been improved and is assessed as better than the EU average. Especially for drink-driving, it is also reflected by the reduction of drink-driving offenders.

Remarkable road safety policy issues

- The most remarkable road safety policy issue in Slovenia can be seen in the adoption of a Vision Zero strategy, demanding zero fatalities or severe injuries due to traffic accidents.
- High risk site treatment, road audits and inspections are obligatory parts of infrastructure management in Slovenia.
- Enforcement effectiveness of most issues in Slovenia is assessed as better than the EU average.
- Slovenia has a zero BAC limit for drink-driving among 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 2016.

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 2016 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 - Slovenia, European Commission, Directorate General for Transport, September 2016.

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