



Road Safety Country Overview



Slovakia



Structure and Culture

Basic Data

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

Basic data of Slovakia	EU average
- Population: 5,42 million inhabitants (2015)[2]	18,1 million (2015)
- Area: 49.035 km ² (2015) [2] (Water 1,89%) (2015)[4]	159.663 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 5,5°C	6,5°C
- Average summer temperature (May to Oct.): 18,3°C	17,8°C
- Annual precipitation level: 565 mm	651 mm
- Exposure: 3,6 billion vehicle km (2014)[1]	122,4 billion vehicle km (2014) ¹
- 0,43 vehicles per person (2014) [2]	0,62 (2014)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA; [5] DG MOVE

Slovakia has a low number of vehicles per person and a relative low number of people living inside an urban area.

Country characteristics

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

Characteristics of Slovakia	EU average
- Population density: 111 inhabitants/km ² (2015) [2]	114 inhabitants/km ² (2015)
- Population composition (2015) [2]: 15,3% children (0-14 years), 70,7% adults (15-64 years), 14,0% elderly (65 years and over)	15,6% children 65,5% adults 18,9% elderly (2015)
- Gross Domestic Product (GDP) per capita: €14.000 (2015) [2]	€26.300 (2015)
- 53,6% of population lives inside urban area (2015)[4]	73,3% (2015)
- Special characteristics [4]: rugged mountains in the central and northern part and lowlands in the south	

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

¹ Based on the average of 24 EU countries.

Slovakia has made the most significant progress in saving lives since an EU target to halve road deaths by 2020 was set.

Structure of road safety management

Slovakia has made the most significant progress in saving lives since an EU target to halve road deaths by 2020 was set four years ago, according to analysis by the European Transport Safety Council (ETSC).

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

Table 3: Key actors per function in Slovakia

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- Ministry of Transport, Construction and Regional Development of the Slovak Republic - Ministry of Interior - Transport Research Institute - National Motorway Company
2. Monitoring of the RS development in the country	- Ministry of Transport, Construction and Regional Development of the Slovak Republic
3. Improvements in road infrastructure	- Slovak Road Administration - Chamber of Civil Engineers (KSI) - Scientific and research institutions
4. Vehicle improvement	- Ministry of Interior of the Slovak Republic
5. Improvement in road user education	- Ministry of Transport, Construction and Regional Development of the Slovak Republic - Ministry of Interior of the Slovak Republic - Slovak Chamber of Driving Schools
6. Publicity campaigns	- Ministry of Transport, Construction and Regional Development of the Slovak Republic - Ministry of Interior of the Slovak Republic - Public Health Authority of the Slovak Republic - SRC (Slovak Red Cross) - Insurance companies
7. Enforcement of road traffic laws	- Ministry of Interior of the Slovak Republic
8. Other relevant actors	- Ministry of Education, Science, Research and Sport of the Slovak Republic - Network of volunteers VAMOS - Self-governing authorities - SKP - Slovak Chamber of Psychologists

Sources: national sources

Attitudes towards risk taking

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

Programmes and measures

Road Safety Strategy of the country

- The key strategy of the National programme for road safety improvement in the Slovak republic is the adoption and acceptance of the Vision Zero philosophy in relation to road safety.

National strategic plans and targets

- The new road safety plan covers the period 2011 to 2020.
- Targets (referred to 2010):

Table 5: Road safety targets for Slovakia

Year	Fatalities
2022	-50% Max. 172

Source: IRTAD, 2015

- Priority topics:
 - speed
 - alcohol and drugs
 - vulnerable road users
 - traffic education and drivers training
 - road infrastructure
 - vehicles and intelligent traffic systems
 - freight and bus transport
 - post-accident care
 - road safety management

(Sources: national sources)

Road infrastructure

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

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

Source: EC DG-Move, 2016

- Special rules for:
 - Buses: max. 100 km/h on motorways
 - Vehicles > 3,5 ton: max. 90 km/h
 - Bus with trailer > 750 kg, or vehicle ≤ 3500 with trailer > 750 kg: 90 km/h
- Guidelines and strategic plans for infrastructure are available in Slovakia.

Slovakia has adopted vision zero as basis for their road safety strategy.

Slovakia improves infrastructure via road safety audits, inspections and high risk site treatment.

Slovakia has a zero tolerance law for drink-driving, which is stricter than that of most other countries.

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

Obligatory parts in Slovakia:	EU countries with obligation
Safety impact assessment: -	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:
 - high risk sites identification and improvement,
 - traffic calming,
 - improving signing and marking,
 - grade separate crossings.

Traffic laws and regulations

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

Regulations in Slovakia [1]	Most common in EU (% of countries)
Allowed BAC ² levels:	
- General population: 0,0‰	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 15 years old and outside built-up areas	Not obligatory (46%)
- Daytime running lights are mandatory.	

Sources: [1] EC DG-Move 2016

² Blood Alcohol Concentration

Effectiveness of law enforcement is at the level of most EU countries.

Enforcement

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

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

Source: WHO, 2015

Road User Education and Training

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

Education and training in Slovakia	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: voluntary	Compulsory (43%)
- Other groups: no information.	-
Driving licences thresholds:	
- Passenger car: 18 years; 17 years when handicapped or under company of experienced driver	18 years (79%)
- Motorised two wheeler: 16 years (A1), 18 years (A with restrictions), 21 year (A without restrictions);	18 years (low categories) and higher ages (32%)
- Buses and coaches: 21 years	21 years (86%)
- Lorries and trucks: 18 years	21 years (75%)

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

Public Campaigns

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

Campaigns in Slovakia	Most common issues in EU (% of countries)
Organisation:	
- Ministry of Transport, Construction and Regional Development	
- Ministry of Education	
- Ministry of Interior	
Main themes:	
- Drink-driving (alcohol and drugs)	Drink-driving (96%)
- Seat-belts	Speeding (86%)
- Speed limits	Seat-belt (79%)
- Restraint systems	
- Visibility of old pedestrians and cyclists	
- First aid	

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

Road safety education in Slovakia is compulsory only at primary schools.

Mandatory vehicle inspection periods vary in Slovakia depending on vehicle type.

Vehicles and technology (national developments)

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

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 4 years, then every 24 months Taxis: every 12 months	Every 12 months (39%)
Motorcycles: first inspection after 4 years, then every 24 months	Every 24 months (32%)
Buses or coaches: every year for 8 years, thereafter every 6 months	Every 12 months (61%)
Lorries or trucks: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

The amount of speed tickets per population in Slovakia is below the EU average.

Road Safety Performance Indicators

Speed

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

Measure	2006	2011	Average annual change	EU average (2011)
Number of speed tickets/1.000 population	25	49	14,4%	89

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

Table 14: Percentage of speed offenders per road type in Slovakia 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

Source: ETSC, 2010

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

Road type	2008	2009	Change between the two years	EU average
Motorways	n/a	n/a	-	n/a
Rural roads	63 km/h	62,9 km/h	-0,2%	n/a
Urban roads	n/a	n/a	-	n/a

Source: ETSC, 2010

Alcohol

Table 16: Road side surveys for drink-driving in Slovakia 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 about drink-driving in Slovakia.

Most new cars sold in 2013 in Slovakia have EuroNCAP occupant protection score of 5 stars.

Front seat-belt wearing rates are lower than the EU average.

Vehicles

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

Vehicles	EU average
Cars per age group (2009) [1]:	Passenger cars (2009)
- ≤2 years: 10%	≤ 2 years: 11%
- 16% 3 to 5 years: 16%	3 to 5 years: 18%
- 28% 6 to 10 years: 28%	6 to 10 years: 26%
- 48% >10 years: 48%	>10 years: 45%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 55,7%	5 stars: 52,5%
- 4 stars: 1,9%	4 stars: 4,5%
- 3 stars: 2,1%	3 stars: 2,9%
- 2 stars: 0,3%	2 stars: 0,5%
- not tested: 40,0%	not tested: 39,6% ³

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

Protective systems

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

Protective systems	EU average ⁴
Daytime seat-belt wearing in cars and vans (2009) [2]:	(2015)
- 80% front	89,7% front
- no information on % driver	not available
- no information on % front passenger	not available
- no information on % rear	69,5% rear
- no information on % 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, 2014

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)

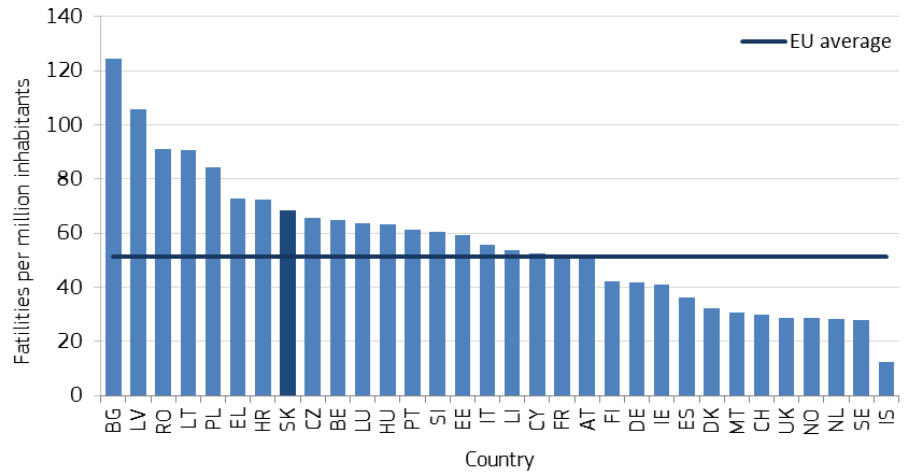
Road Safety Outcomes

General positioning

The fatality rate of Slovakia is higher than the EU average (around 69 fatalities per million population in 2014). Since 2009 the Slovakian fatality rate has remained nearly constant while the EU average rate decreased.

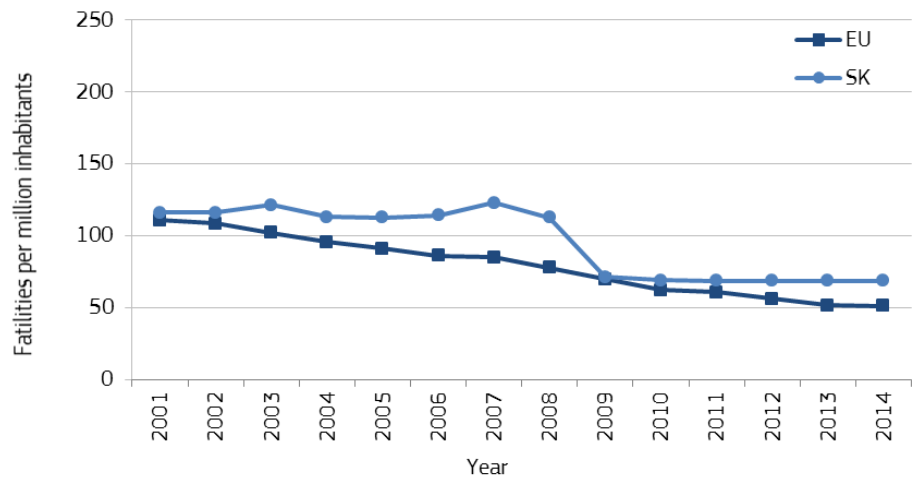
The fatality rate of Slovakia is higher than the EU average. Since 2009 the rate has remained at a nearly constant level.

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 Slovakia and the EU average



Sources: CARE, Eurostat

The share of pedestrian fatalities is substantially higher than the EU average.

Transport mode

The share of pedestrian fatalities is a much higher than the EU average. While the average annual reduction of motorcyclist fatalities between 2001 and 2010 was only 2%, it was 6% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 5% and 10% respectively.

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

Transport mode	2001	2010	Average annual change	Share in 2010	EU average (2010)
Pedestrians	198	126	-5%	34%	20%
Car occupants	304	171	-6%	46%	48%
Motorcyclists	33	27	-2%	7%	14%
Mopeds	-	-	-	-	4%
Cyclists	69	27	-10%	7%	7%
Bus/coach occupants	1	0	-100%	0%	0%
Lorries or truck occupants	16	20	3%	5%	5%

Sources: CARE, national sources

Age, gender and nationality

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

Age and gender	2001	2010	Average annual change	Share in 2010	EU average (2010)
Females					
0-14 years	10	3	-13%	1%	1%
15 – 17 years	5	3	-6%	1%	1%
18 – 24 years	22	12	-7%	4%	3%
25 – 49 years	38	19	-7%	6%	7%
50 – 64 years	25	20	-2%	6%	4%
65+ years	36	23	-5%	7%	8%
Males					
0-14 years	23	8	-11%	3%	2%
15 – 17 years	7	4	-6%	1%	2%
18 – 24 years	77	47	-5%	15%	13%
25 – 49 years	246	107	-9%	34%	31%
50 – 64 years	93	47	-7%	15%	14%
65+ years	41	25	-5%	8%	14%
Nationality of driver or rider killed					
National	599	358	-6%	96%	n/a
Non-national	26	13	-7%	4%	n/a

Sources: CARE, national sources

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

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

Location

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

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

Location	2001	2010	Average annual change	Share in 2010	EU average (2010)
Built-up areas	301	157	-7%	42%	37%
Rural areas	317	200	-5%	54%	54%
Motorways	7	14	8%	4%	7%
Junctions	65	44	-4%	12%	24%

Sources: CARE, national sources

Lighting and weather conditions

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

Conditions	2001	2010	Average annual change	Share in 2010	EU average (2010)
Lightning conditions					
During daylight	287	203	-4%	55%	49%
During night-time	281	151	-7%	41%	32%
Weather conditions					
While raining	79	47	-6%	13%	11%

Sources: CARE, national sources

Single vehicle accidents

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

Accident Type	2001	2010	Average annual change	Share in 2010	EU average (2010)
Single vehicle accidents	153	87	-5%	23%	27%

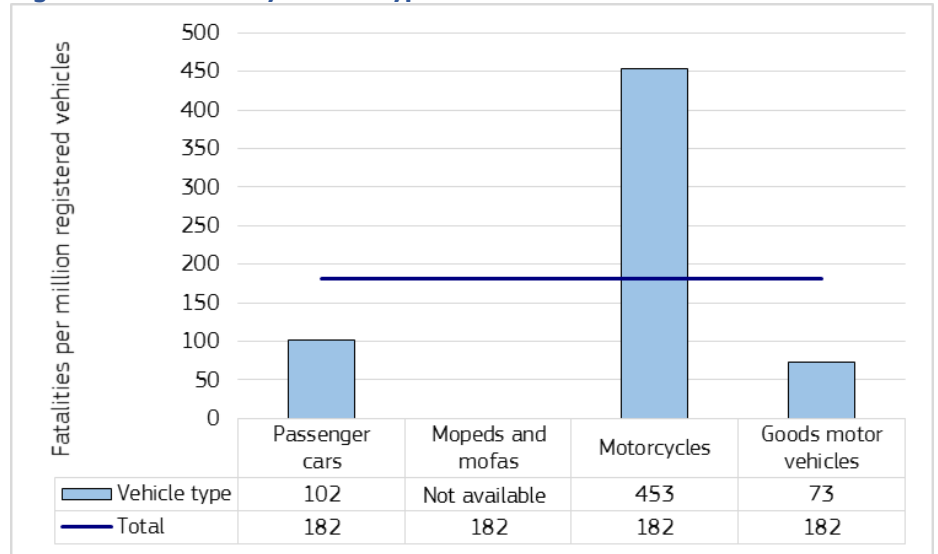
Sources: CARE, national sources

Under-reporting of casualties

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

Risk Figures

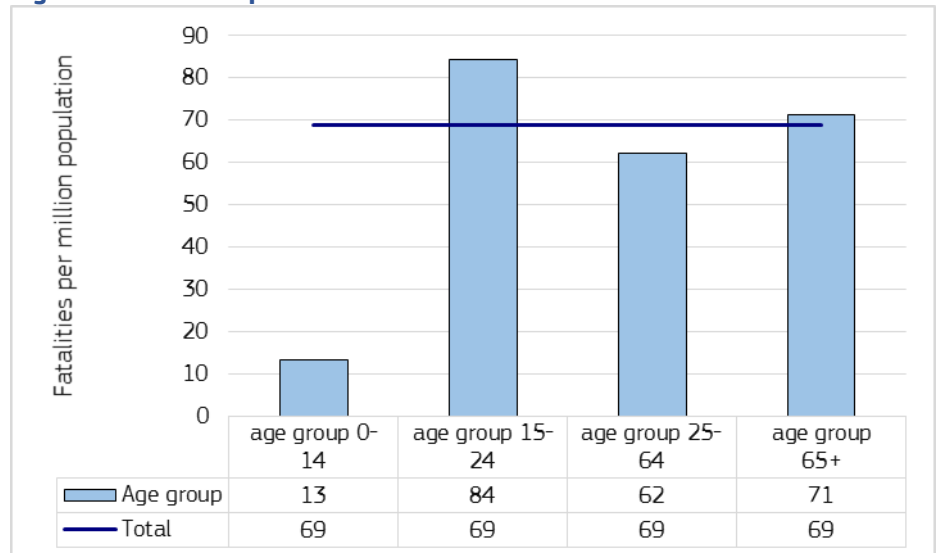
Figure 3: Fatalities by vehicle type in Slovakia in 2010



Sources CARE, UNECE

In Slovakia risk is high for motorcyclists, youngsters and the elderly.

Figure 4: Fatalities per million inhabitants in Slovakia in 2010



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 (VSL⁵ 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 Slovakia 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

Costs per injury type in Slovakia are lower than the EU average.

⁵ Value of Statistical Life

Slovakia has made the most significant progress in saving lives since an EU target to halve road deaths by 2020 was set.

Synthesis

Safety position

- The fatality rate of Slovakia is higher than the EU average (around 69 fatalities per million population in 2014).

Scope of problem

- The share of pedestrian fatalities is significantly higher than the EU average.
- In Slovakia, the fatality risk is highest for motorcyclists and adolescents.
- Fatalities in built-up areas are slightly over-represented in Slovakia.
- Somewhat more than the average amount of fatalities occur during rain and a lot more fatalities occur during night time.
- The amount of speed tickets per population in Slovakia is below the EU average.
- Seat-belt wearing rates are somewhat lower than the EU average.

Recent progress

- Since 2009 the Slovakian fatality rate has remained nearly constant while the EU average rate decreased.
- Slovakia has made the most significant progress in saving lives since an EU target to halve road deaths by 2020 was set.
- Most new cars sold in 2013 in Slovakia have EuroNCAP occupant protection score of 5 stars.

Remarkable road safety policy issues

- Slovakia has adopted vision zero as basis for their RS strategy.
- Slovakia improves infrastructure via audits, inspections and high risk site treatment.
- Slovakia has a zero tolerance law for drink-driving, which is stricter than most other EU countries.
- Effectiveness of law enforcement is at the level of most EU countries.

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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 – Slovakia, European Commission, Directorate General for Transport, September 2016.

