



JAVNA AGENCIJA
REPUBLIKE SLOVENIJE
ZA VARNOST PROMETA

RESOLUTION

ON THE NATIONAL
ROAD SAFETY
PROGRAMME 2023–2030
(ReNPVCP23–30)



RESOLUTION

ON THE NATIONAL
ROAD SAFETY
PROGRAMME 2023-2030
(ReNPVCP23-30)



TABLE OF CONTENTS

1. INTRODUCTION	5
2. OVERVIEW OF THE STATE OF ROAD SAFETY IN SLOVENIA	7
2.1 OVERVIEW OF THE STATE OF ROAD SAFETY IN SLOVENIA 2001–2022	7
2.2 SUMMARY OF THE ANALYSIS OF THE ROAD SAFETY SITUATION DURING THE PERIOD COVERED BY THE RESOLUTION ON THE NATIONAL ROAD SAFETY PROGRAMME 2013–2022	8
2.3 ROAD SAFETY IN THE EUROPEAN UNION	12
2.4 CAUSES OF ROAD CRASHES	14
2.5 PROGRESS IN ROAD SAFETY	15
3. RESOLUTION ON THE NATIONAL ROAD SAFETY PROGRAMME 2023-2030	16
3.1 VISION, MISSION AND PRINCIPLES OF THE RESOLUTION	16
3.1.1 VISION OF THE RESOLUTION	16
3.1.2 MISSION OF THE RESOLUTION	16
3.1.3 PRINCIPLES OF THE RESOLUTION	16
3.2 AN OVERVIEW OF THE RESOLUTION DEVELOPMENT PROCESS	18
3.3 IMPLEMENTATION OF THE RESOLUTION	19
3.4 SCENARIOS IN THE RESOLUTION	21
3.5 TARGETS OF THE RESOLUTION FOR THE 2023–2030 PERIOD	22
3.6 PILLARS, MAIN TARGETS, MEASURES, ACTIVITIES AND INDICATORS OF THE RESOLUTION'S PILLARS	24

3.6.1 GLOBAL PILLARS	25
3.6.1.1 MULTIMODALITY AND SPATIAL PLANNING	25
3.6.1.2 SAFE ROAD INFRASTRUCTURE	34
3.6.1.3 SAFE VEHICLES	45
3.6.1.4 SAFETY OF ROAD USERS	52
3.6.1.5 POST-CRASH RESPONSE AND REHABILITATION	72
3.6.2 NATIONAL PILLARS	78
3.6.2.1 NEW FORMS OF MOBILITY	78
3.6.2.2 PROFESSIONAL DRIVERS OF COMMERCIAL VEHICLES	85
3.6.2.3 DRIVERS OF SINGLE-TRACK MOTOR VEHICLES	92
3.6.2.4 OLDER ROAD USERS	97
4. GENERAL RESPONSIBILITY	103
4.1 LOCAL LEVEL	103
4.2 NON-GOVERNMENTAL ORGANISATIONS	104
5. PLAN AND STRATEGY FOR THE DISSEMINATION OF INFORMATION AND CARRYING OUT PREVENTION ACTIVITIES	106
5.1 COMMUNICATION AIMS	107
5.2 COOPERATION WITH THE MEDIA	109
6. THE WAY FORWARD	111
7. LIST OF ABBREVIATIONS	112



**1057 families
were affected
by road
deaths
in the 2013-2022 period**

Figure 1: Number of families affected by road deaths

1. INTRODUCTION

Road safety is one of the most important aspects of road transport. The safety of all road users depends on the level of road safety in traffic. Major structural and epidemiological changes have introduced new modes of transport that were non-existent just a few years ago (autonomous vehicles, electric vehicles, e-bikes, e-scooters, other light motor vehicles), and technological advances in connectivity and automation. Adapting to these changes in the way we travel requires a paradigm shift in our understanding of and approach to road safety. We need to ensure both safer infrastructure and safer vehicle design. We also need to ensure that road safety and related legislation adapt to changes in transport and are kept up to date.

The operation and safety of the transport system is a combination of systemic, infrastructural and environmental conditions on the one hand, and the behaviours and responsibilities of individuals as stakeholders in the system and individuals as road users on the other hand.

Even with advancements in vehicle technology and road infrastructure, it is almost impossible to entirely eliminate human factors when it comes to ensuring road safety. According to police statistics, speeding is still the most common cause of fatal road crashes in the Republic of Slovenia (hereinafter: Slovenia).

Measures, activities and policies to reduce the number of road crashes resulting in serious injuries and deaths are the primary objective of the Resolution on the National Road Safety Programme 2023-2030 (hereinafter: the Resolution). With structural changes in transport volumes and transport modes, along with the use of new vehicles (autonomous vehicles, electric vehicles, e-bikes, e-scooters, other light motor vehicles) and the use of additional in-vehicle technologies (a growing range of assistance systems, dedicated in-vehicle software, other devices, etc.), we face additional challenges that need to be addressed through the action plans outlined in the Resolution.

We need to adapt and modernise our mindset and understand that no single way of overcoming distance takes precedence over another. All road users – whether pedestrians, cyclists, e-scooter riders, moped riders, motorcyclists or drivers of other motor vehicles – have equal rights to use the roads. And their safety or lives must not be put at risk by the dangerous behaviour of others.

In order to achieve all key national targets, it is particularly important to ensure the safety of the most exposed or vulnerable road users. We should also promote those modes of transport that facilitate the decarbonisation of motor vehicles and encourage greater use of public transport. The plan is thus based on global and European road safety legislation. Good practices from the Resolution on the National Road Safety Programme 2013-2022 (hereafter: ReNPVCP13-22) have been taken into account, as well as the positive global and European orientations identified in the EU Road Safety Policy Framework 2021–2030 – Recommendations on next steps towards "Vision

Zero", the manual "Towards the 12 voluntary global targets for road safety" and the Stockholm Declaration (Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030). In light of the above and in recognition of the importance of the road safety challenges and the need for action, governments around the world declared unanimously — through UN General Assembly Resolution 74/299 — a Second Decade of Action for Road Safety 2021–2030 with the express target of reducing road deaths and injuries by at least 50% during this period (Global Plan, Decade of Action for Road Safety 2021–2030).

Achieving the objectives requires a coherent, integrated and holistic approach that takes into account the synergies with policy objectives in other transport sectors. Road safety measures must be considered and implemented at local, national, European or international levels in accordance with the principle of subsidiarity.

The Resolution outlines the steps that need to be taken in Slovenia to improve the safety of all road users. It is a strategic document with a primary focus that goes beyond mere numbers and statistics. It is intended for all road users who have the right to safely reach their destinations.



Figure 2: Vision Zero

VISION ZERO

Vision Zero is a positive and responsible attitude adopted by the designers and users of the road transport system, who, through their actions and behaviour, are committed to preventing the causes and consequences of the most serious road crashes, and to seeking ways, means and actions to achieve the long-term goal of zero deaths and zero serious injuries from road crashes. From a moral perspective, this is the only possible long-term goal for all human societies, and, as such, a clear and understandable goal for both the designers and users of the road transport system.

Vision Zero therefore requires a shift in the mindset and behaviour of system designers, operators and road users. It calls for a clear and responsible commitment to adhering to rules and to ensuring a safe road transport system. This commitment extends to the construction, maintenance and management of road infrastructure, as well as the introduction of vehicle technology designed to prevent or compensate for human error that leads to road crashes.

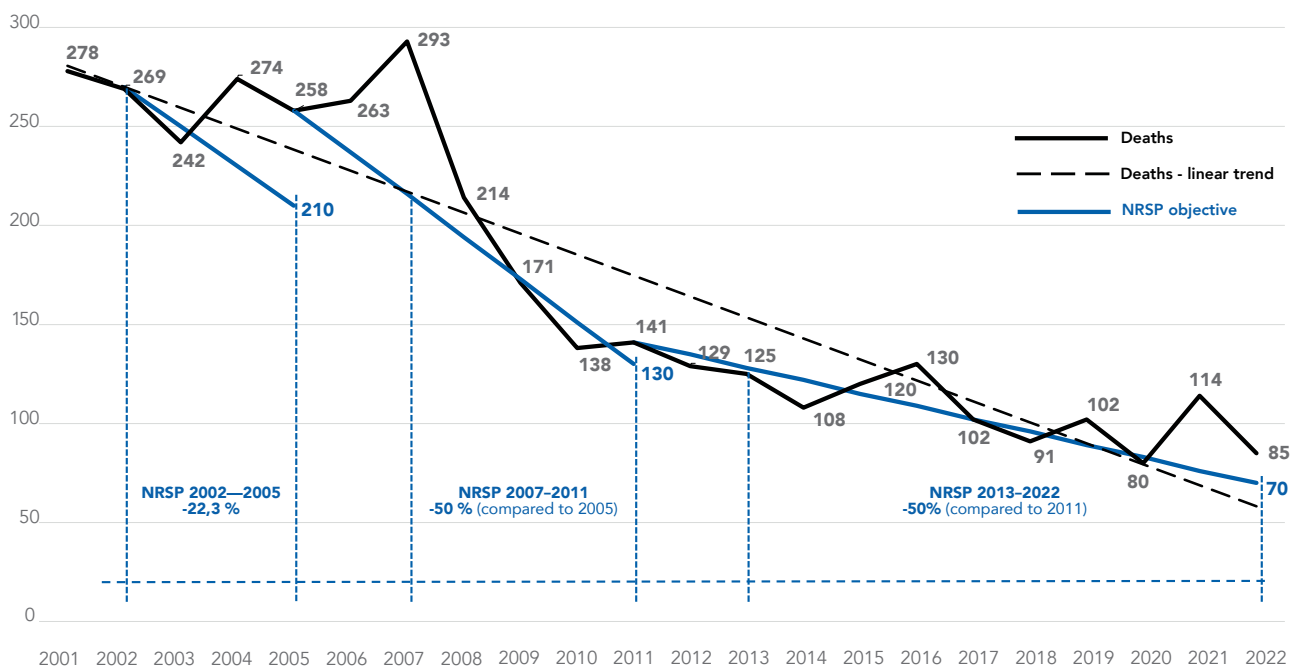
Vision Zero places the primary responsibility for creating a safe system on every co-designer and road user, making it a vehicle for humane and political concern to improve road safety across the European Union.

2. OVERVIEW OF THE STATE OF ROAD SAFETY IN SLOVENIA

2.1 OVERVIEW OF THE STATE OF ROAD SAFETY IN SLOVENIA 2001-2022

The road safety performance indicator for the most serious consequences of road crashes on Slovenian roads, i.e. the number of deaths over the longer period from 2001 to 2022, shows significant progress. In the last decade of the last century, the average annual number of road deaths stood at 407, falling to 261 in the 2001-2008 period, with a further decline after 2008 to an average of 129 deaths per year. In the 2018-2022 period, the average annual number of road deaths fell even further to 94.

Chart 1: Number of road deaths and comparison with the national road safety programme 2001-2022 (NRSP)



Source: Police and national road safety programmes data

A significant leap in reducing the number of road deaths can be seen in 2008 and subsequent years. During this period, new legislation was adopted, and in 2010, the Act regulating road safety was replaced by the Road Traffic Rules Act (Official Gazette of the Republic of Slovenia [Uradni list RS], No 109/10), the Drivers Act (Official Gazette of the Republic of Slovenia [Uradni list RS], No 109/10), the Roads Act (Official Gazette of the Republic of Slovenia [Uradni list RS], No. 109/10) and the Motor Vehicles Act (Official Gazette of the Republic of Slovenia [Uradni list RS], No 106/10). Following a spate of road crashes, some of them tragic, considerable pressure from the media and NGOs had a profound influence on the perception

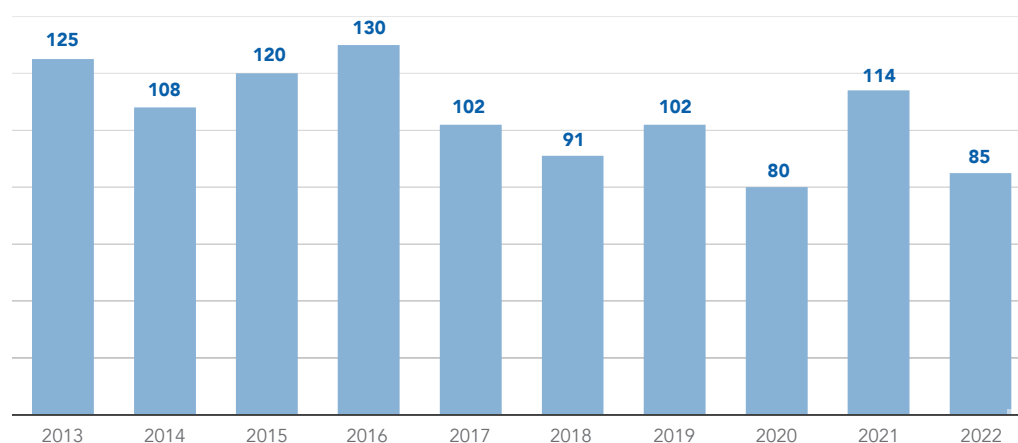
and importance of safe participation in road traffic. The Slovenian Traffic Safety Agency (STSA) was established. A compulsory additional training programme for novice drivers was introduced. In the infrastructure sector, the motorway network was constructed. The introduction of vignettes led to a higher proportion of drivers choosing to use safer motorways. Before the introduction of vignettes, drivers avoided toll stations and used the parallel road network instead of the safer motorways. Furthermore, the response of the emergency care services improved. The automotive industry also made a very important contribution to improving road safety through its many years of developing and introducing active and passive safety systems.

The final year covered by the ReNPVCP13-22 was 2022. The years before, 2020 and 2021, were strongly influenced by measures related to the COVID-19 pandemic, which had both positive and negative effects on traffic density and road safety. The number of road deaths in 2022 was the second lowest since official statistics on road deaths have been kept (i.e. since 1954. The lowest figure was recorded in 2020 (80), undoubtedly also due to the pandemic measures mentioned above. Nevertheless, the number of road deaths in 2022 was 21% higher than the critical number of deaths for 2022 set in the ReNPVCP13-22.

2.2 SUMMARY OF THE ANALYSIS OF THE ROAD SAFETY SITUATION DURING THE PERIOD COVERED BY THE RESOLUTION ON THE NATIONAL ROAD SAFETY PROGRAMME 2013-2022

In the period covered by the ReNPVCP13-22, a total of 1057 road users died on Slovenian roads. We should bear in mind that behind every person killed or seriously injured on our roads there is a family, friends and community. The human toll of road crashes is devastating, but it is all the more unacceptable because most deaths and injuries are preventable.

Chart 2: Number of road deaths 2013-2022

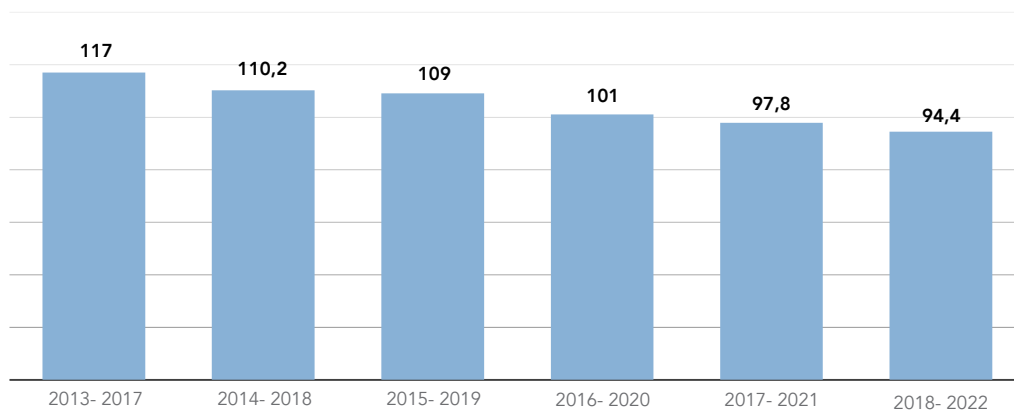


Source: Police data

Understanding the occurrence (causes and factors) of road crashes, monitoring the effectiveness of existing measures and identifying and assessing new mobility-related risks are therefore the basis for developing appropriate systemic solutions (infrastructure, monitoring, education and regulation). A more detailed analysis of the statistical trends in road crashes and their correlation with people, vehicles and the environment provides the basis for the drafting of the Resolution. In this context, it is also important to highlight a fact that has also been noted by the European Commission: in several small Member States, where the number of deaths is less than or around 100, the figures tend to fluctuate considerably from year to year, meaning that the underlying trend can only be seen over a longer period of time. For this reason, the five-year moving averages of the number of road deaths for the period covered by the ReNPVCP13-22 are also shown below.

Road safety statistics for the 2013-2022 period are presented later in the document. The analytical part also presents data for 2020, a year heavily affected by the COVID-19 pandemic. As the containment measures (reduced traffic volumes, resulting in fewer crashes and their consequences) had a strong impact on the road safety situation, 2020 is not a reference year to show progress. The base year for improvements and necessary actions for the future period is therefore 2019.

Chart 3: Five-year moving averages of the number of road deaths 2013-2022

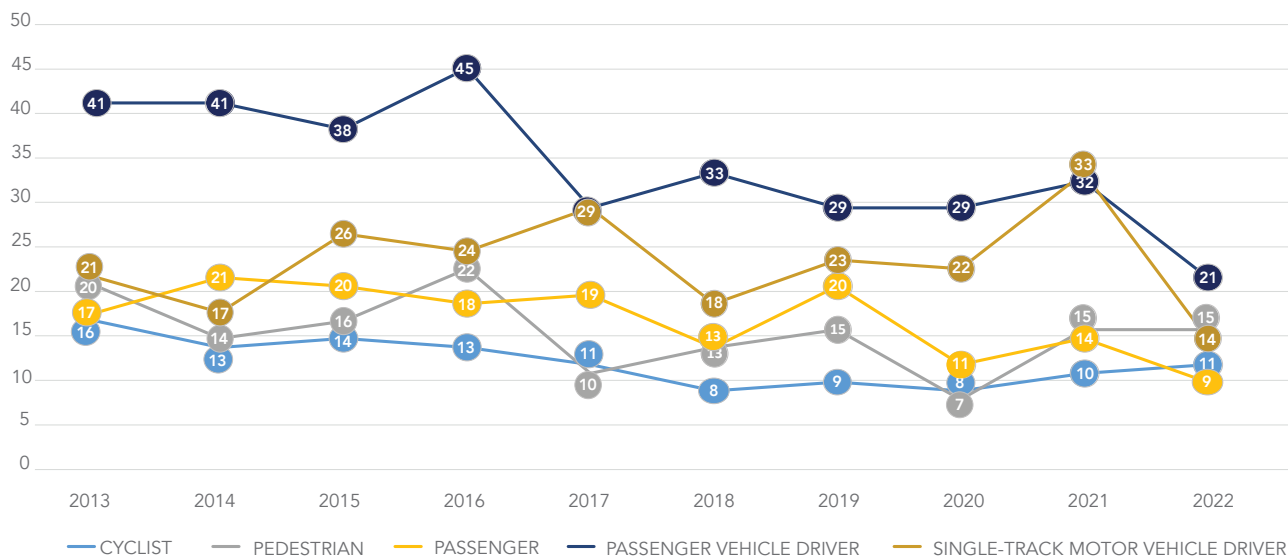


Source: Police data

The above chart shows that the trend in the number of road deaths has been steadily decreasing over the last five years, indicating a steady improvement in road safety in Slovenia.

The downward trend in the number of road deaths from 2013 to 2022 has been observed for all road user groups. The largest decrease was observed for drivers of passenger cars, while the trend for other groups is slightly less downward.

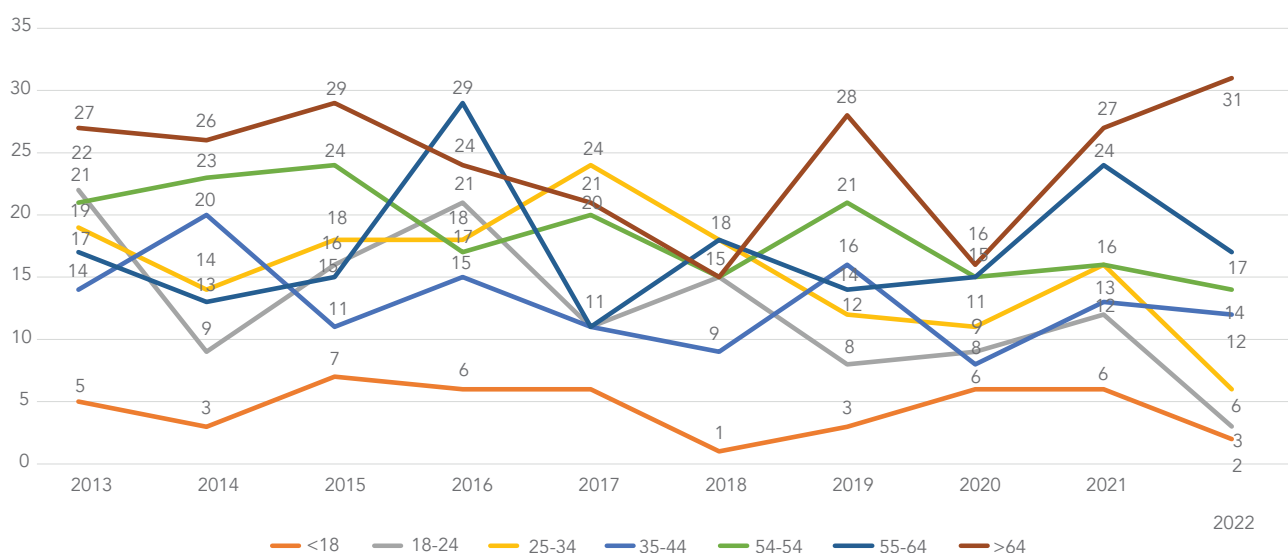
Chart 4: Number of road deaths by group of road users 2013-2022



Source: Police data

There was an overall decrease in the number of road deaths for most age groups during the period covered by the ReNPVCP13-22. However, it is noteworthy that the 64+ age group experienced the largest increase in the number of deaths. Demographics should be taken into account in this category, as the number of valid driving licences held by motor vehicle drivers aged 65+ increased by 82% between 2011 and 2022. At the end of 2022, almost a third (28%) of all licence holders were aged over 61 years old. Of these, 784 were in the 90+ age group.

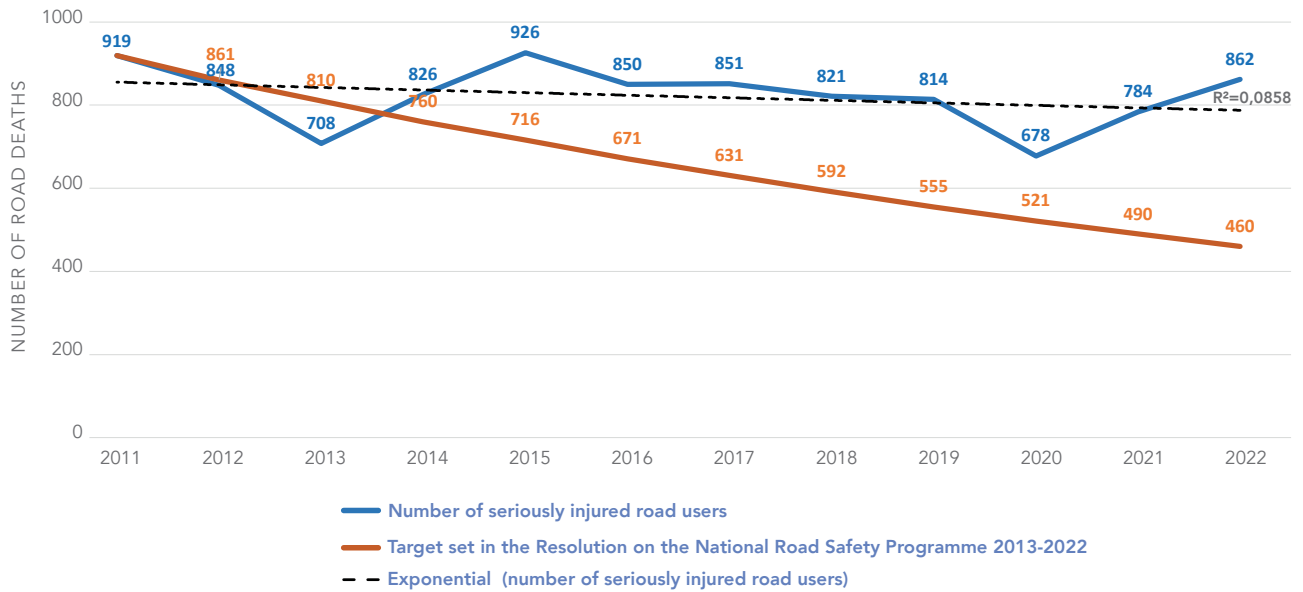
Chart 5: Number of road deaths by age groups 2013-2022



Source: Police data

However, the majority of road crashes (including those with the most serious consequences) between 2013 and 2022 were caused by participants aged 25-34.

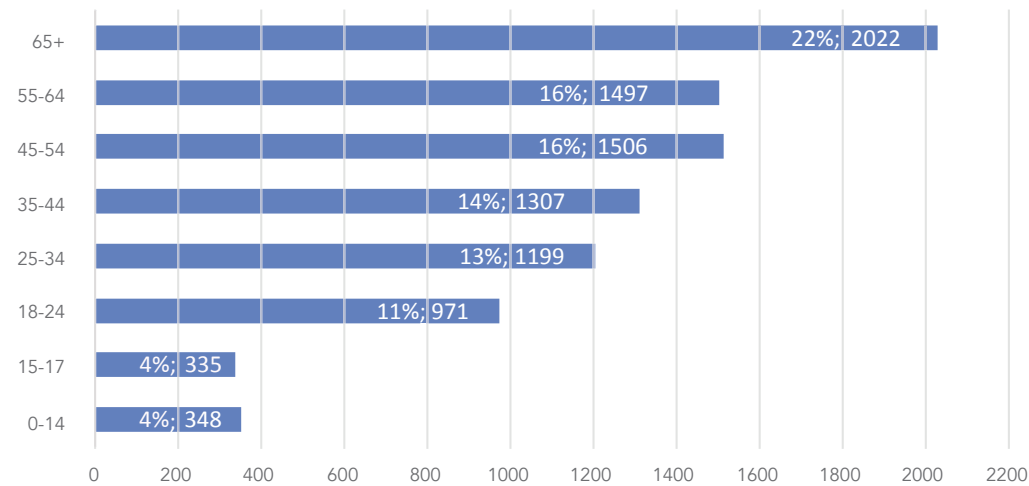
Chart 6: Number of seriously injured road users 2011-2013 and target values set in the ReNPVCP 13-22



Source: Police and ReNPVCP13-22 data

Regrettably, the data show that the number of serious injuries in 2022 was 87% higher than the critical number of serious injuries for 2022 as set out in the ReNPVCP13-22. During the ReNPVCP13-22 period, there was an upward trend in the number of serious injuries in all age groups.

Chart 7: Number of road users killed and seriously injured in road crashes 2013-2022

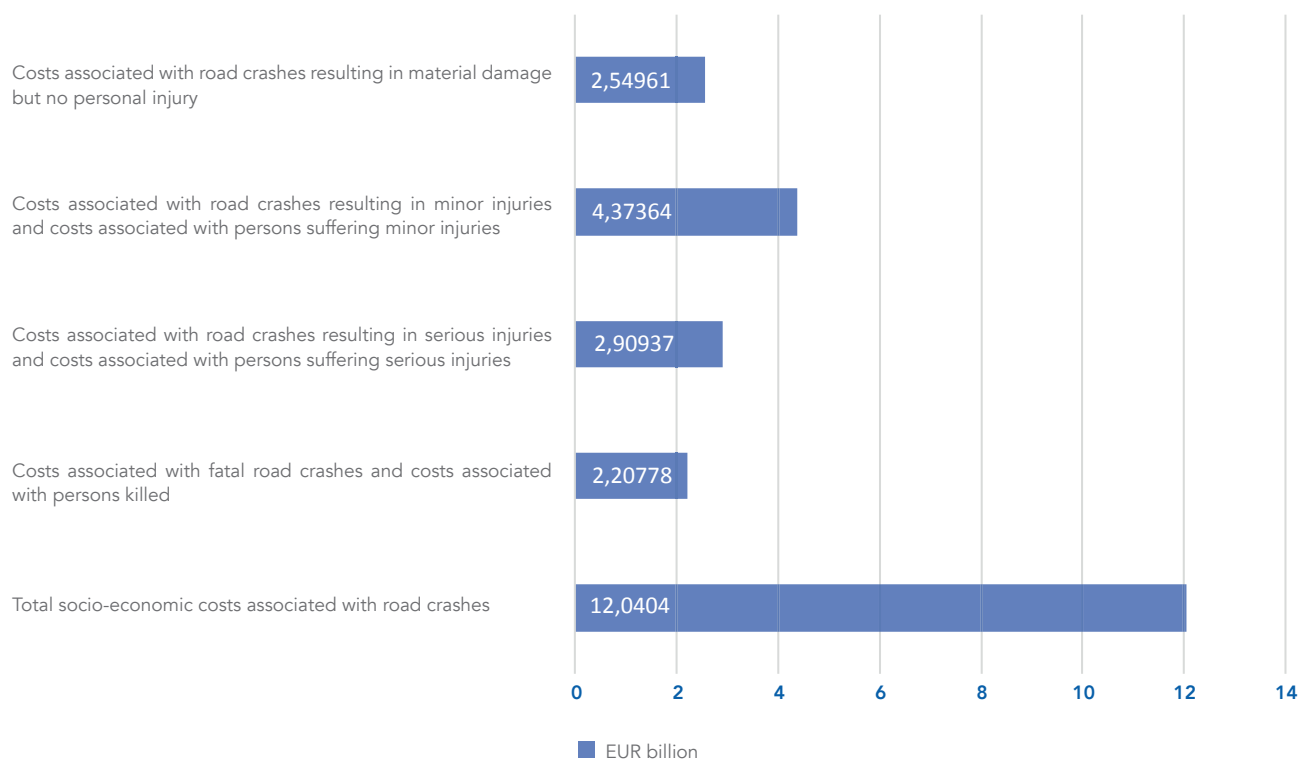


Source: Police data

The socio-economic costs of road crashes include all types of crashes and all types of injuries. The Organisation for Economic Co-operation and Development (OECD) estimates that the cost of road crashes is between 2 and 3 per cent of gross domestic product in most countries. The same applies to Slovenia.

The chart below shows the total socio-economic costs of road crashes and the costs of road crashes by defined groups in terms of consequences for the whole 2013-2022 period.

Chart 8: Socio-economic costs of road crashes 2013-2022



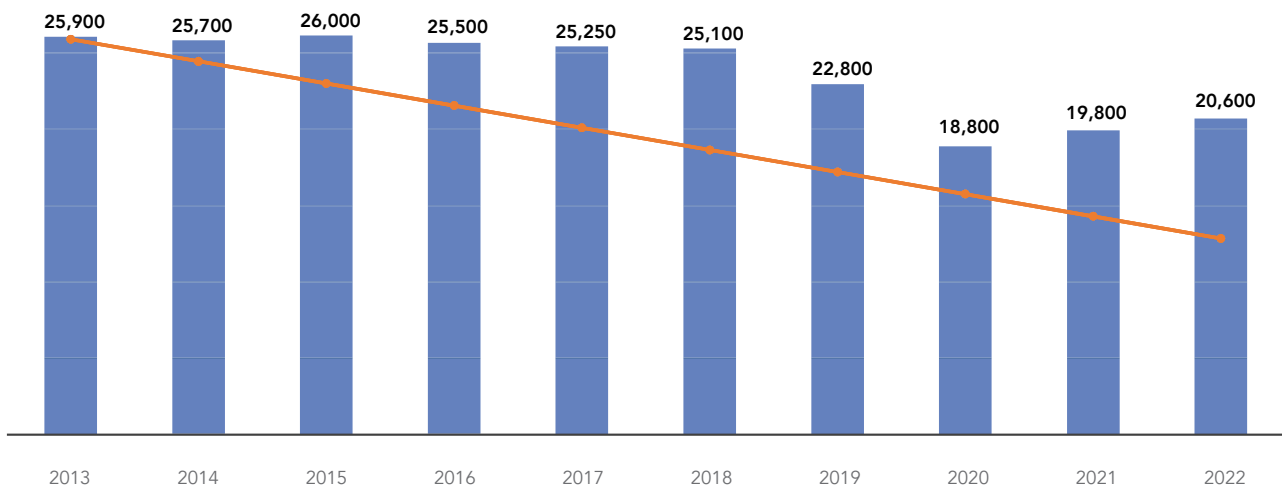
Source: Calculations made by the Slovenian Traffic Safety Agency on the basis of the research task entitled 'Evaluation of road crashes in the Republic of Slovenia' (produced by OMEGA Consult, d.o.o., commissioned by the Slovenian Infrastructure Agency)

The above data clearly shows that ensuring road safety is of the utmost importance to the country, both from the socio-economic perspective and social standpoint.

2.3 ROAD SAFETY IN THE EUROPEAN UNION

The European Commission has published preliminary figures on road deaths for 2022, when 20,600 people lost their lives in road crashes in the European Union (hereinafter: the EU). The figures are based on preliminary data. The exact number of deaths will be known in mid-2023. As shown in the chart below, this is around 800 deaths (+4%) more than in 2021, but still almost 2,200 (approx. -10%) fewer than in 2019 before the pandemic. The EU common target is to halve the number of road deaths by 2030. At EU level, the number of deaths has fallen by just over 20% on average over the last decade. The European Commission sets targets for the decades from 2010 or 2020 onwards.

Chart 9: Number of road deaths in EU member states 2013-2022 and projected reduction targets at EU level

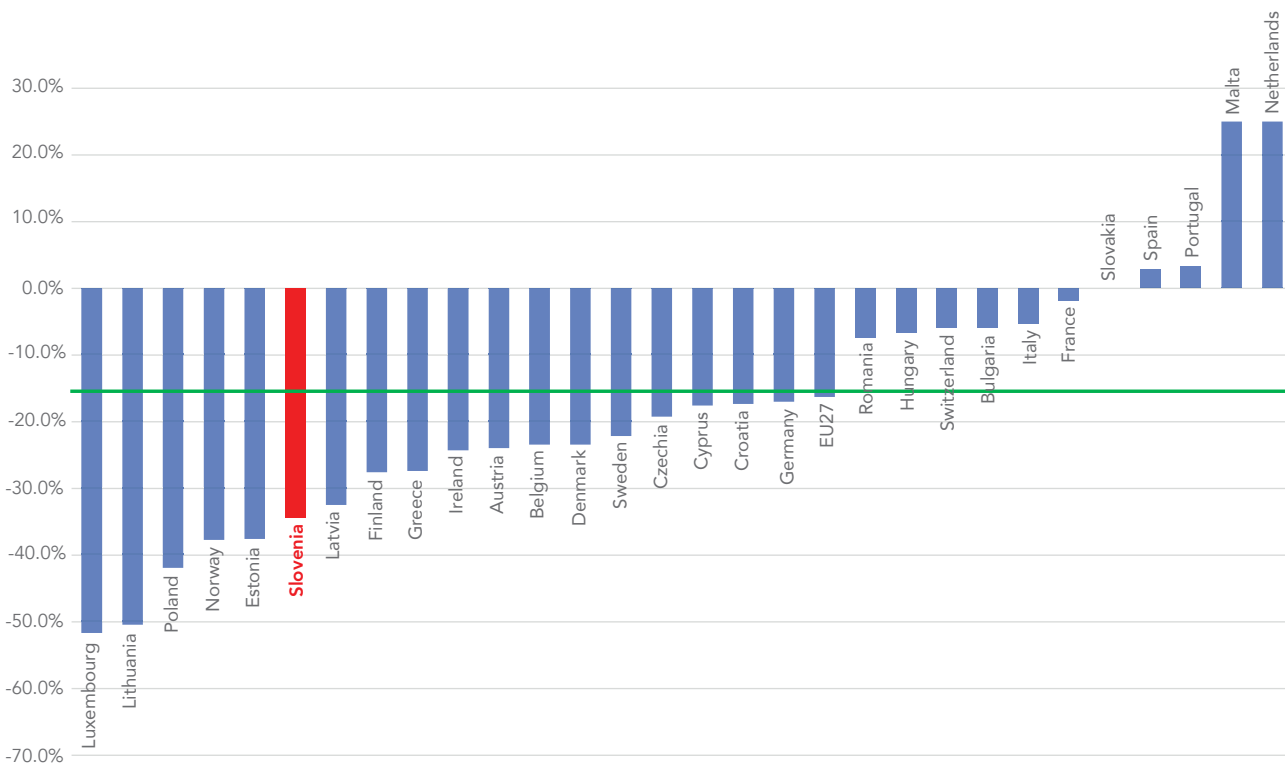


Source: European Transport Safety Council data

At EU level, the number of road deaths decreased by an average of 16.4% between 2013 and 2022.

The best performing countries in road safety between 2013 and 2022 were Luxembourg, Lithuania, Poland, Norway, Estonia and Slovenia, while Malta and the Netherlands had the highest road death rates. In Slovenia, the number of road deaths per million inhabitants fell by 34.4% over the same period.

Chart 10: Reduction in the number of road deaths per million inhabitants in EU member states between 2013 and 2022



Source: ETSC data

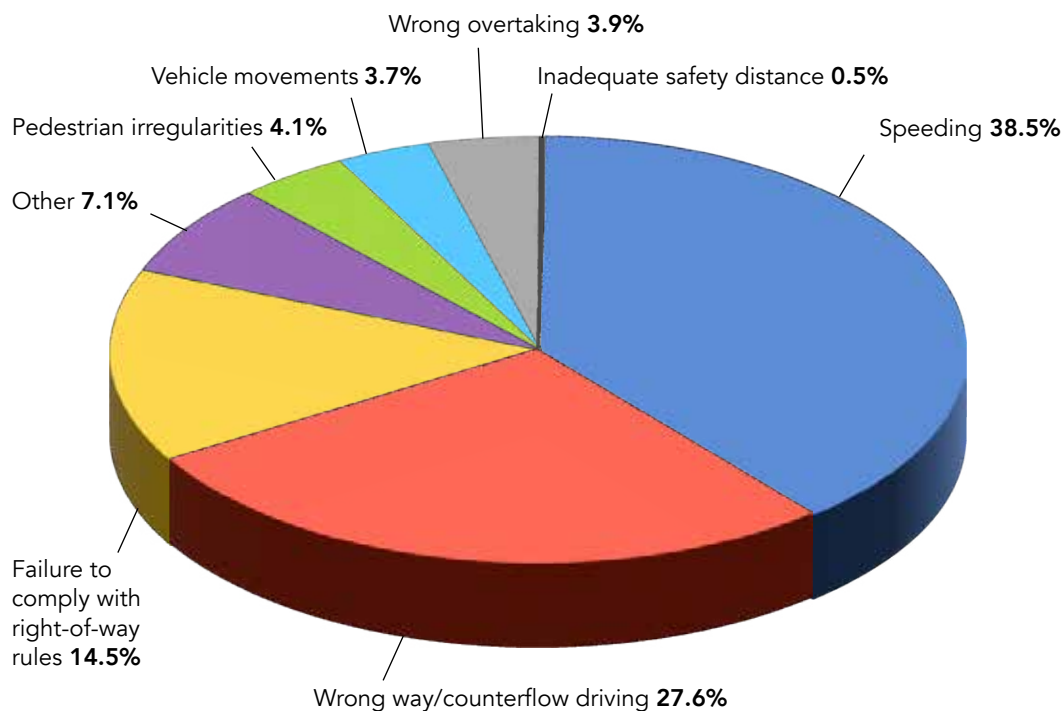
2.4 CAUSES OF ROAD CRASHES

As in the periods covered by previous resolutions, the major causes of deaths are speeding, wrong-way or counterflow driving, and failure to comply with right-of-way rules. The percentages of these three causes have remained virtually unchanged over the years. Unadjusted speed, wrong-way or counterflow driving and failure to follow right-of-way rules account for more than 80% of all causes of road crashes.

One must be aware that at speeds of just 10 km/h above the speed limit (50 km/h), the stopping distance can increase by up to 12 metres, which can be fatal in a settlement. In order to improve road safety, it is therefore important to reduce the average speed in settlements and on regional roads. Reducing the average speed by just 1 km/h would reduce the number of road crashes by 4% in settlements and 2% outside settlements. Slower is indeed safer, as shown by the fact that the probability of a pedestrian dying in a collision at a speed of 50 km/h is up to 85%, while at a speed of 30 km/h such probability is reduced to less than 10%. Speed is a key risk factor for the most vulnerable road users (pedestrians, cyclists, the elderly and children), but it is also an important factor in the severity of the consequences for drivers and vehicle passengers. On motorways, speed is also often associated with a failure to maintain a safe following distance between vehicles.

With an estimated 40,000 people in Slovenia suffering from dementia, including a significant number of undiagnosed patients, there is also a particular risk of road crashes caused by wrong-way or counterflow driving.

Chart 11: Causes of road crashes 2013-2022



Source: Police data

2.5 PROGRESS IN ROAD SAFETY

On the basis of the data presented, it can be concluded that Scenario 2 has materialised in Slovenia. The ReNPVCP13-22 predicted up to 94 road deaths in 2022 and in this scenario, the key stakeholders were expected to continue their activities, while introducing new, updated and more modern actions to respond promptly to identified deficiencies and, most importantly, to adopt a more proactive, coordinated and targeted approach with a view to reducing the number of road deaths.

Nevertheless, the targets set in Scenario 3, in which all road transport stakeholders were expected to carry out all the activities foreseen in the ReNPVCP13-22, were not met. This scenario envisaged long-term systemic solutions in all areas of action by individual road safety entities. It included participation in large-scale and content-rich media campaigns, more rigorous and consistent surveillance, prompt intervention on the roads, and immediate enforcement action with threatened penalties for offenders. Furthermore, it also envisaged more stringent penalties for those deemed responsible for serious road crashes. By integrating the measures from Scenario 2, the number of deaths in Scenario 3 would have fallen to 70 by 2022, aligning with the current figures for the EU Member States with the lowest number of deaths per million inhabitants.

As the ReNPVCP13-22 comes to an end, Slovenia faces an important challenge to further improve the road safety trends, a goal for which road safety actors are working tirelessly. We are confronted with a number of challenges stemming from changes in mobility patterns and road user behaviour, as well as the increase in traffic volumes.



3. RESOLUTION ON THE NATIONAL ROAD SAFETY PROGRAMME 2023-2030

The Resolution was drafted by the Ministry of Infrastructure of the Republic of Slovenia (hereinafter: the Ministry of Infrastructure) and the Slovenian Traffic Safety Agency together with key stakeholders in road safety. The document adheres to Vision Zero and is based on a comprehensive analysis of the road safety situation in Slovenia in the period of the ReNPVCP13-22. It examines and considers the focus of key international road safety development documents, and reviews the targets set and achieved within the ReNPVCP13-22. The contents and priority areas of the Resolution have been developed in the light of international best practices and have been coordinated both with the expert communities and at inter-ministerial level.

3.1 VISION, MISSION AND PRINCIPLES OF THE RESOLUTION

3.1.1 VISION OF THE RESOLUTION

A safe road traffic system for all road users in Slovenia that will enable the further development of road safety towards the Vision Zero goal.

3.1.2 MISSION OF THE RESOLUTION

To provide a safe road transport system through effective awareness-raising on the importance of traffic culture for the safety of all road users, by sharing responsibilities between authorities and organisations at national and local level, non-governmental organisations and organisations involved in the management of the transport system.

3.1.3 PRINCIPLES OF THE RESOLUTION

Traffic safety

- Aiming for the highest road safety standards.
- Our road safety policy puts people at the heart of our actions and encourages them to take responsibility for their own safety and that of other road users.

- The road safety policy aims to raise awareness of the equal rights of all road users and to ensure the safety of the most vulnerable among them.

Integrated approach to road safety

- Integration of road safety policy with other policies such as transport policy, spatial planning, energy, the environment, employment, youth and adult education, public health, justice, insurance.

Shared responsibility

- Managing in accordance with the principle of proportionality.
- Developing unity and concrete action at national, inter-ministerial, regional and local levels.

Principle of trust

- Road users should be able to rely on all road users and road operators complying with road safety and road use regulations.

Principle of traffic culture

- Reinforcing a road traffic culture that supports defensive driving and appropriate speed.
- Effective awareness-raising, education and training to improve transport culture, not only in pre-school and school systems, but also in the future as part of ongoing lifelong learning.
- Continuous development of a traffic culture based on safety and mutual respect.
- Road users must prevent and resolve dangerous road traffic situations, even if they are not directly responsible for them (this includes paying attention to the actions of other road users and taking all necessary measures to avert potential dangers, especially if it becomes apparent that other road users are not adhering to road traffic regulations.).

The Resolution follows these principles, as well as all other ethical and moral principles that enhance road safety and traffic culture.

3.2 AN OVERVIEW OF THE RESOLUTION DEVELOPMENT PROCESS

Figure 3: Overview of the strategy development process



Source: Infographics STSA

The Slovenian Government, as the main and responsible authority for road safety policy, is to provide adequate resources to finance activities aimed at achieving the targets and action plans set out in the Resolution. The level of resources needed to implement the planned activities will be specified in the action plans. The proactive nature of these activities is crucial, using all available tools to identify and address road safety challenges in advance, rather than taking a reactive approach where action is taken only after a crash has occurred.

Ensuring road safety and reducing the frequency and impact of road crashes are paramount social objectives for Slovenia. Accessibility and mobility are important human needs and everyone has the right to safe mobility, regardless of the mode of transport. It is therefore necessary to promote active and environmentally friendly accessibility and mobility practices.

The Slovenian Traffic Safety Agency works together with other governmental, non-governmental and other social organisations to adopt essential measures to reduce the occurrence of serious road crashes on Slovenian roads. It is important to acknowledge that not all road crashes can be prevented. Despite training and supervision, road users may still make mistakes. It is therefore necessary to establish an integrated safety chain that incorporates all components of the transport system. Collective action is essential to prevent serious road crashes resulting in deaths or serious injuries.

Each and every road user can contribute to improving road safety. Hence, it is crucial to foster and uphold respect for ethical and cultural norms, not only in transport but in all aspects of life. If we are to reap the benefits of modern transport, we need to act with clarity and adhere to the principles of responsibility in transport, along with compliance with rules, regulations and standards. Each individual must prioritise their own safety and actively contribute to the safety of others by adopting safe practices.

3.3 IMPLEMENTATION OF THE RESOLUTION

The Resolution is a roadmap for methodically progressing towards and achieving our targets. It provides the basis for the joint planning and implementation of the Resolution and the involvement of all possible activities and entities that have a duty or desire to contribute in any way to improving road safety. It allows for synergy of action between all relevant authorities and provides continuous guidance, coordination, monitoring and valuation of all subsequent resolutions. The Resolution will be implemented by continuing the good practices of strategic tasks at both national and local levels, as foreseen and implemented in the ReNPVCP13-22.

Figure 4: Resolution at the local level



Figure 5: Resolution at the national level



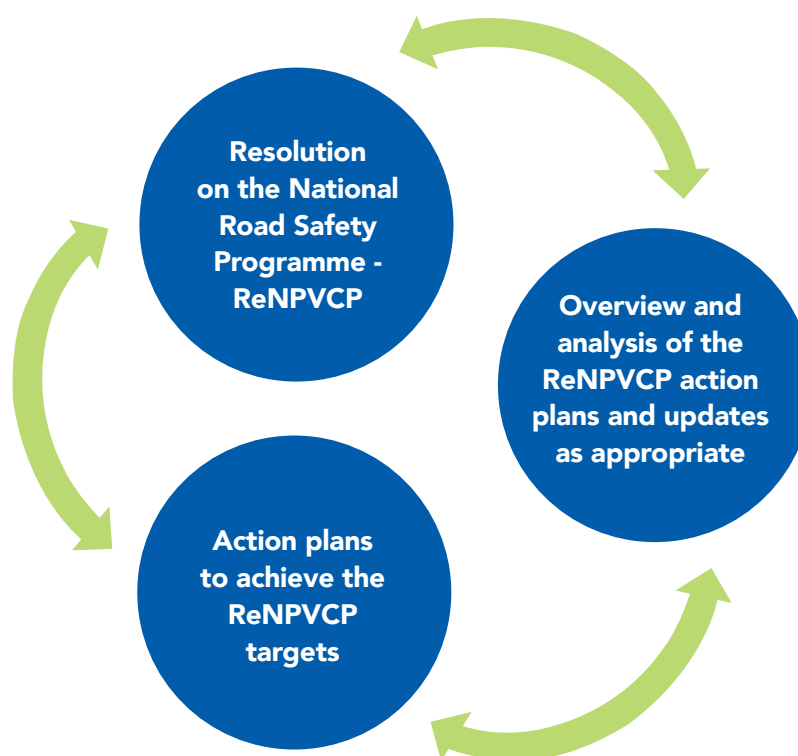
Source: Infographics STSA

THE NATIONAL STRATEGY PROVIDES FOR:

- Identifying both general and specific road safety issues;
- Working with relevant international institutions to monitor and align with European Community requirements for the implementation of common road safety objectives, and integrating these requirements into individual strategic programmes;
- Identifying all entities potentially involved in the implementation of the national programme and seeking potential partnerships;
- Progressively moving from actions to activities facilitating the systematic and sustained implementation of activities;
- Establishing a systematic process for collecting, analysing and maintaining data essential for monitoring the effectiveness of the programme;
- Actively participating in international and national research and systematically integrating research findings into operational solutions;
- Ensuring the flexibility of the programme to respond promptly to unforeseen road safety situations;
- Prioritising transparency in strategies to enable monitoring of progress towards targets at all times;
- Monitoring the effectiveness of individual and joint strategies and producing performance evaluations;
- Monitoring the impact of the implementation of technical or scientific measures;
- Focusing on education and training for road safety.

In view of the nature and complexity of road transport and road safety, which require a multidisciplinary and systematic approach, on the one hand, and entail new financial burdens, institutional changes and modifications, on the other, it is necessary to ensure not only road safety but also efficient management of the programme at all levels.

Figure 6: Monitoring the implementation of the Resolution on the national road safety programme



Source: Infographics STSA

3.4 SCENARIOS IN THE RESOLUTION

Scenario 1: Trend compared to road safety developments in previous periods and resolutions

Building on our efforts in previous periods, in particular in the framework of the 2002–2005, 2007–2011, and 2013–2022 Resolutions, we have been successful in achieving a relatively stable downward trend in the number of road deaths. In this scenario, the downward trend would continue in a linear fashion, depending on the level of societal awareness of the importance of road safety, advances in vehicle technology and its active and passive safety systems, the provision of dedicated infrastructure for specific groups of road users, and necessary legislative improvements coupled with effective supervision. The activities of all stakeholders would remain at the level of the previous period.

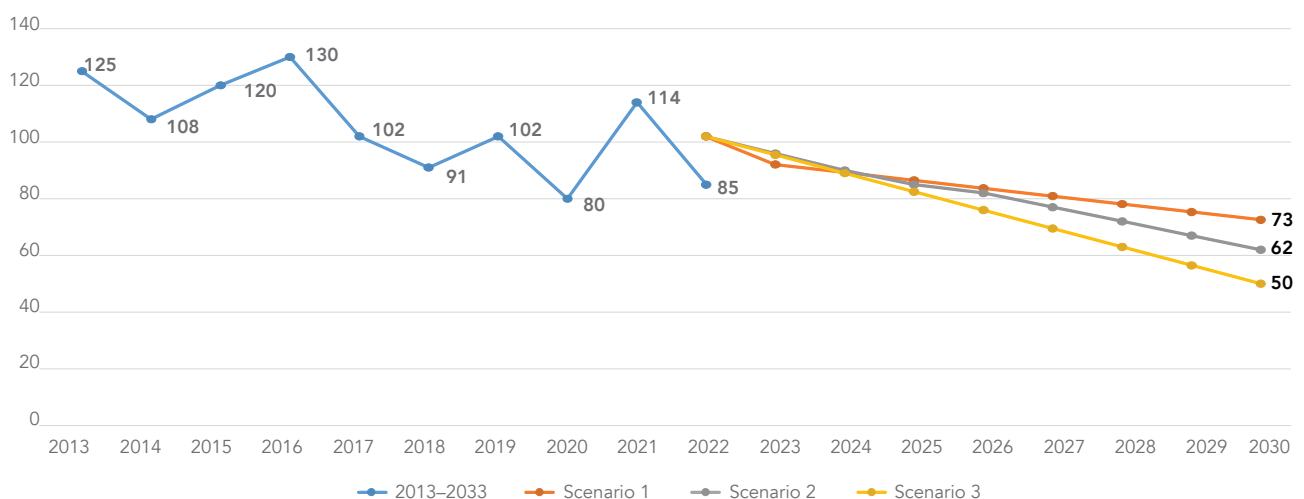
Scenario 2: Intermediate scenario - taking into account the developments to date and introducing additional activities planned in the new Resolution

Under the intermediate scenario, the activities carried out so far would continue and some of the new measures foreseen in the Resolution would be put in place. The scenario takes into account the likelihood of a certain number of road crashes as "random events" (e.g. exceptional events – a mass casualty crash involving a bus or a lorry) which are beyond our control and which may be caused by the behaviour of road users, infrastructure or vehicle deficiencies, or a combination of these and some other factors, such as the weather, legislation, the response of the competent emergency services, etc. This scenario can also come about if there is a delay in the implementation of the planned measures (measures being implemented later than planned in the action plans).

Scenario 3: Active engagement in all areas, co-ordination and alignment of activities and actions of all stakeholders

The target of halving the number of road deaths by the end of the period 2023–2030 is achievable if all the systemic changes envisaged in the Resolution are adopted and implemented according to the planned timetable. Active leadership and management of the road safety system will ensure that road safety is mainstreamed into broader sustainability objectives. This will be consistent with effective coordination of all stakeholders, their commitment to rapid adaptation and continuous improvement of measures. Innovative infrastructure solutions will be implemented and the use of public transport will increase accordingly. The traffic culture will also be improved through long-term targeted prevention actions and active monitoring and lifelong education of all road users. Slovenia will thus be able to achieve all the targets set out in the Resolution.

Chart 12: Number of road deaths under three possible scenarios



Source: STSA data

3.5 TARGETS OF THE RESOLUTION FOR THE 2023–2030 PERIOD

The target, to which UN Member States have committed themselves, is to reduce the number of road traffic deaths and serious injuries by 50% by 2030 (<https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030>). Slovenia is also committed to this objective. By implementing the measures set out in the Resolution, Slovenia aims to reduce the number of road deaths to no more than 50 and the number of serious road crash injuries to no more than 400 by 2030. The base year for this target is 2019, a period when the traffic density and related crashes were not affected by the pandemic.

1. NO MORE THAN 50 PEOPLE SHOULD DIE IN ROAD TRAFFIC CRASHES ON SLOVENIAN ROADS IN 2030

2. NO MORE THAN 400 PEOPLE SHOULD BE SERIOUSLY INJURED IN ROAD CRASHES ON SLOVENIAN ROADS IN 2030.

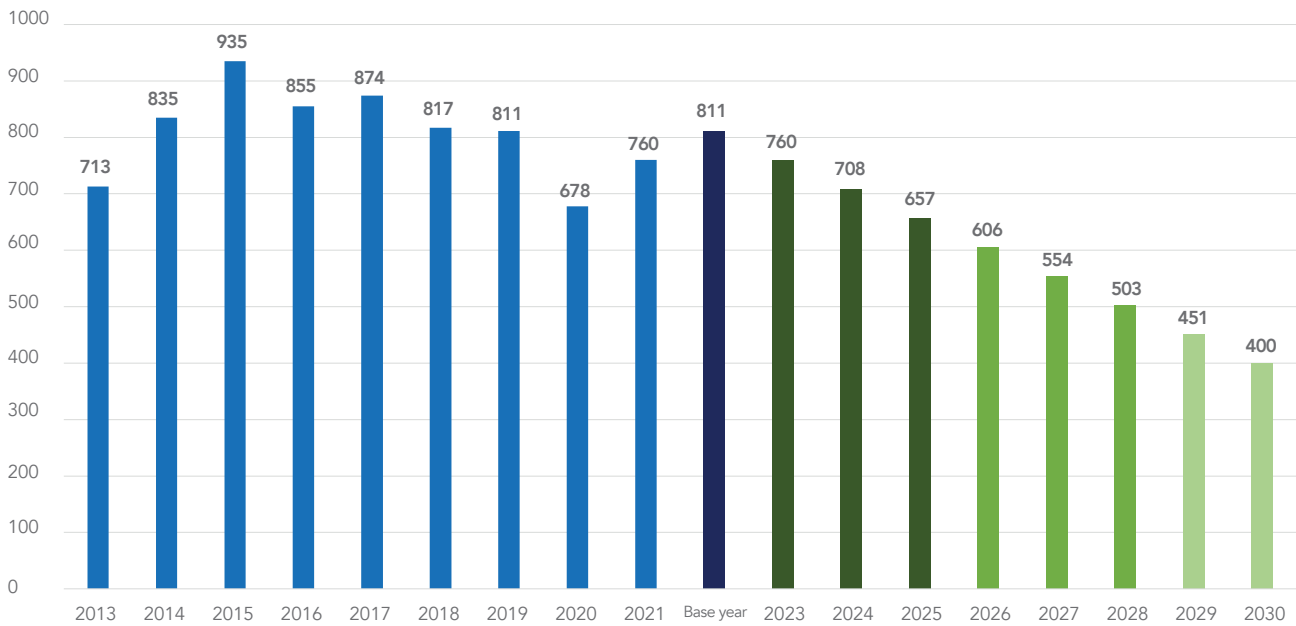
The following two charts show the projected reduction in the number of deaths and serious injuries per year for the 2013–2030 period.

Chart 13: Projected reduction in the number of road deaths per year for the 2013–2030 period



Source: Police and STSA data

Chart 14: Projected reduction in the number of serious road crash injuries per year for the 2013–2023 period



Source: Police and STSA data

These are very ambitious targets, which will also require radical changes in legislation. All road safety stakeholders will need to engage in the road safety improvement activities foreseen in the Resolution in a responsible and targeted manner.

The continuous monitoring of the safety situation and the preventive actions in the road transport sector must be maintained to the same level as in the past. However, vulnerable groups of road users and perceived increases in risk areas (drink/drug driving, micro-mobility, etc.) will require targeted action over several years. The Resolution therefore provides for a multi-stage action to achieve the individual targets.

Actions to achieve the targets will be further detailed in the individual action plans for the following periods:

- In PERIOD 1, 2023–2025, the number of road deaths will be reduced to a maximum of 83 and the number of seriously injured to a maximum of 657;
- In PERIOD 2, 2026–2028, the number of road deaths will be reduced to a maximum of 63 and the number of seriously injured to a maximum of 503;
- In PERIOD 3, 2029–2030, the number of road deaths will be reduced to a maximum of 50 and the number of seriously injured to a maximum of 400.

3.6 PILLARS, MAIN TARGETS, MEASURES, ACTIVITIES AND INDICATORS OF THE RESOLUTION'S PILLARS

Ensuring road safety is the duty of each individual and of the system as a whole. Everyone has an obligation to be committed to road safety and to contribute to its improvement through responsible and respectful behaviour.

In recent decades, road traffic has become the leading cause of death compared to other modes of transport. This is due to the widespread accessibility of road transport, making it the most common means of movement and travel for people. As a result, road deaths and serious injuries have become inevitable. According to global estimates, 1.35 million people are killed and up to 50 million are seriously injured on the world's roads each year (<https://www.who.int/publications/i/item/9789241565684>). These losses take a heavy toll on the families of those killed and seriously injured. Road crashes and their consequences also have an impact on the development of society and entail high socio-economic costs.

The Resolution sets out nine pillars for a safe transport system, each with a target.

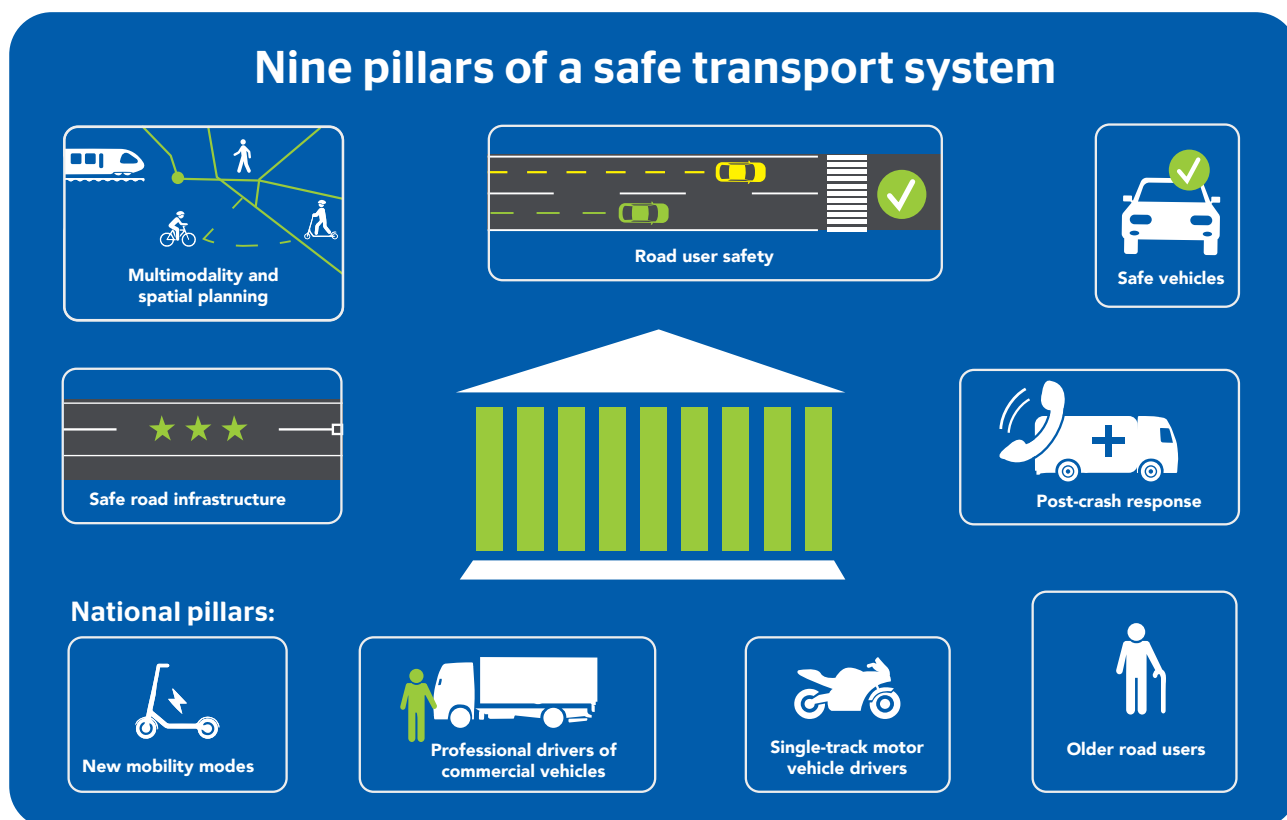
Global pillars:

- Multimodality and spatial planning
- Safe road infrastructure
- Safe vehicles
- Safe road use
- Post-crash response

National pillars:

- Micromobility
- Professional drivers of road haulage vehicles
- Drivers of single-track motor vehicles
- Older road users

Figure 7: Nine pillars of a safe transport system



Source: <https://www.who.int/publications/i/item/9789241565684> , 17. 6. 2018

The full implementation of the safe transport system, its integration into all the areas mentioned, and the involvement of all stakeholders in the transport system will allow us to transform policies and practices beyond traditional road safety measures. Such a holistic approach will pave the way for progress in reducing the number of deaths and serious injuries. It also includes alignment with key international road safety policies such as the Stockholm Declaration (Road Safety Sweden, 2020).

Addressing each of these areas requires a systemic approach involving all road safety stakeholders —whether on the road surface designated for vehicles or in non-road areas. Responsibility must be shared. All stakeholders, including the Slovenian Government, local communities, NGOs, society and experts, must strive to prevent deaths and serious injuries resulting from road crashes.

The following indicators are set against baseline values for 2022, unless otherwise stated, with targets set for 2030.

3.6.1 GLOBAL PILLARS

3.6.1.1 MULTIMODALITY AND SPATIAL PLANNING

MAIN TARGET: INTEGRATED SPATIAL PLANNING THAT PROVIDES SAFE TRANSPORT AREAS FOR ALL MODES OF ACCESS AND MOBILITY AND ENSURES MULTIMODALITY.

In its long-term 2050 strategy (Vision Zero: goal - zero deaths and serious injuries from road crashes) and the European Green Deal (2019), the European Commission calls for a climate neutral Europe by 2050 and sets out Europe's path to climate neutrality by investing in technological solutions, empowering citizens and aligning actions across key policies (Clean, Connected and Competitive Mobility; European Commission, Brussels, 2018). Transport is seen as a strategic sector for achieving the goals of the Paris Agreement and the EU's climate policy objectives, with a focus on sustainable mobility supported by smart spatial planning in public passenger transport (PPT) hubs.

Looking at the development of transport corridors, the post-independence period has seen a focus on enabling private car mobility and the construction of the motorway network. However, this led to a concentration of population along these motorways, triggering waves of suburbanisation that extended ever further away from employment centres. These are generally areas that will continue to show a better demographic picture in the future. Regrettably, the modernisation of the rail infrastructure has been largely neglected compared to the motorway infrastructure. As a result, the railways have not had a significant impact on settlement patterns. Meanwhile public passenger transport has become less important as motorisation has increased. The increase in motorisation and the decline in public passenger transport services have been accompanied by a decline in support for public passenger transport and in the political awareness of its importance. A parallel trend

can be observed in politics among transport and spatial planners. Transport planners are mainly concerned with automobility and service levels for private vehicles, while spatial planners, responding to the directives of local decision-makers, prioritise the location of new development areas near or adjacent to the road network.

A comparison of Slovenia's planning practice with that of countries that have been significantly more successful in addressing transport and spatial challenges has shown that since independence, the focus of spatial and transport planning has shifted from accessibility to mobility. This shift has led to growing challenges in spatial and transport development, and consequently in many other areas, such as the environment, health and economic competitiveness, and not least the central challenge facing society today – climate change. Hence, Slovenia must promptly initiate efforts to shift the paradigm for spatial planning.

The shift calls for a more efficient spatial organisation to support active forms of safe accessibility and mobility and increased use of public passenger transport. As examples from abroad suggest, this can be achieved through sound spatial planning, improvements in public passenger transport and digital solutions (Mobility as a Service), thus developing individual areas as high-density population areas with efficient public transport and a high quality of life.

The Transit Oriented Development (TOD) concept provides guidance for spatial planning documents at all levels. The design of the area(s) is based on several concentric zones situated in close proximity to the PPT station. The central focus is on the primary area surrounding the station, which is envisioned as a hub for key commercial programmes and job opportunities. This area is intricately linked to a well-designed, landscaped public space designated to foster the vitality of the neighbourhood.



Within the city, spatial planning should be based on the principle of the "compact city" or "the city of short distances" (hereinafter: the compact city), which aims to ensure that the spatial development or design of neighbourhoods is such that all the essential places and services we need on a daily basis can be reached on foot within 15 minutes. There are two dimensions to the 15-minute city. The first, the classical spatial planning dimension, deals with the mixing of land uses, i.e. moving away from modernist planning of areas intended exclusively for housing, work, industry, recreation and the like. The mixture of these schemes ensures proximity between home and work, allowing residents to walk or cycle to key daily activities in traffic-calmed zones, while connecting routes between cities with accessible and efficient public passenger transport.

Passenger safety in public transport can be improved by introducing digital solutions. To develop these, transport operators need to provide the relevant travel data, both static (e.g. timetables) and dynamic (position of buses), in accordance with Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services. In particular, dynamic data on the position of public passenger transport vehicles can contribute to improving road safety for passengers. Signals indicating the position of vehicles can be used to warn drivers through in-vehicle navigation or routing devices. This functionality increases driver awareness of the presence of the most vulnerable road users (pedestrians getting off public transport vehicles).

The inadequate response to the challenges posed by the climate and energy crises highlights the need for a paradigm shift from transport mobility planning to accessibility planning. The transformation of Slovenian cities according to the compact



city principle, combined with efficient public transport, is essential. Future spatial planning should therefore be geared towards development around PPT hubs. This approach is in line with the compact city principle, according to which local distances can be covered in a sustainable way, while mobility over longer interurban distances is facilitated by accessible, frequent and efficient public passenger transport.

The literature on public passenger transport accessibility suggests that a reasonable distance to PPT stops is up to 600 m, in some cases extending to a 10-minute walk or 1000 m. If access to the stop by bicycle is taken into account, the gravitational distance to the stop increases by up to 10 km according to some data. According to the analysis, 60% of the Slovenian population currently lives within 4 km of a railway station or bus stop. Regrettably, the current capacity and frequency of trains in the morning and afternoon rush hours do not yet allow for a significant increase in passenger numbers. However, national plans are underway to significantly improve the rail network by 2050. In this context, the compact city concept holds significant potential for Slovenia. If the compact city concept can ensure a well-functioning network of local centres, the integration of urban development with public passenger transport can effectively link these centres further at a regional level.

The experience of the COVID-19 pandemic, which has led to significant changes in mobility (decrease in the use and suspension of public transport, increase in the importance of active forms of mobility and the use of private transport, emergence of new forms of mobility (e-scooters)) and in logistics, in particular final delivery, also opens up a new perspective on mobility (Nared, J., Gabrovec, M., Tiran, J., Bole, D., Kozina, J., Razpotnik Visković, N., Goluža, M., Rus, P., Hrvatin, M., Ribeiro, D., Trobec, A., Logar, E., Gombač, M., Javornik, M. 2022: Project CRP V6-2143, Integrative Approach to Transport Corridors and Transport Nodes Development).



When planning the accessibility of the PPT network and incorporating all forms of micromobility, it is essential to consider the safety elements for all road users, which must be reflected in the technical standards of the transport infrastructure. Infrastructure planning should take into account the principle of road safety. This principle, when put into practice, guarantees equal treatment of all road users and places a particular emphasis on the safety of vulnerable groups.

As a legal basis to support such spatial planning, the Integrated Transport Planning Act (hereinafter: ZCPN) was published in the Official Gazette of the Republic of Slovenia (w), No 130/22 of 11 October 2022. The Integrated Transport Planning Act (hereinafter: ZCPN) defines the basic terms of integrated transport planning and the types and content of integrated transport strategies. It regulates the objectives and principles of integrated transport planning in terms of spatial planning, the co-financing of measures and financial incentives for the implementation of measures under this Act, as well as information, awareness-raising and education on sustainable mobility.

The coordination of spatial and transport planning will be successful in the long term, but the most important step is to reduce the number and length of routes. Public passenger transport is the safest form of mobility, yet users are most vulnerable on the first and last kilometres of their journey.

Road safety will therefore only be improved if access routes to stations and stops ensure the safety of public transport users. The objective of road safety should be to provide safe surfaces within the access area of each public transport station or stop. Speeding, especially by motorised traffic, is the main cause of fatal road crashes. In the immediate vicinity of a public transport hub, where the safety of



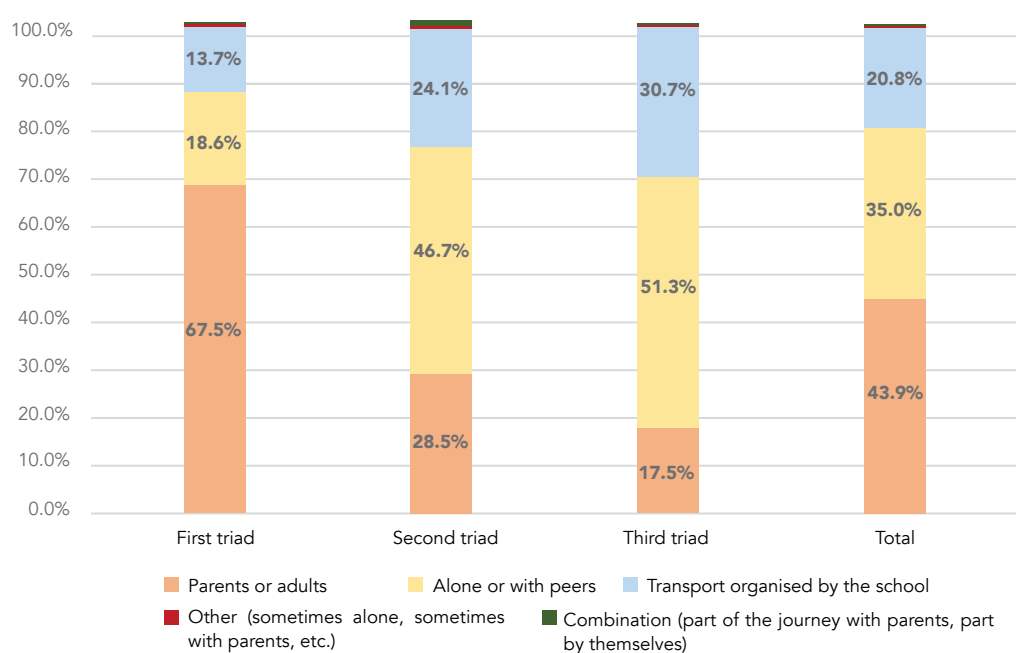
public transport passengers, many of whom arrive by active means, is paramount, priority should be given to the more vulnerable road users accessing the PPT hub over the flow of motorised road traffic. Currently, the majority of public transport users belong to the most vulnerable groups lacking access to motorised mobility. These include children, senior citizens, blind persons, people with disabilities and others who are unable to participate independently in road traffic and need special attention and assistance from other road users.

The simplest and most effective measure to improve safety is to reduce speed limits to a maximum of 30 km/h through proper redesign of the road infrastructure to physically discourage higher speeds. Alternatively, the creation of traffic calming zones or shared spaces that prioritise more vulnerable road users may be even more beneficial. Where this is not feasible, safe level crossings (traffic calming measures, traffic lights with short intervals) and, in extreme cases, non-level crossings should be provided to accommodate all forms of active mobility.

The same principles should be followed in residential areas around public transport stops, where the local transport infrastructure is designed to discourage through traffic on neighbourhood streets and encourage greater pedestrian and cyclist mobility. Wherever feasible, traffic calming zones should be created, transforming access routes to neighbourhood car parks into safe areas for walking, cycling and playing.

In neighbourhoods, a good indicator of road safety is the way primary school children arrive at school. The safer the school district, the more children will travel to school by themselves. How and with whom pupils arrive at primary school also has an important influence on their travel habits. Those who are accompanied by parents, guardians or other adults are much more likely to travel to school by car than those who arrive alone or accompanied by peers. Consequently, the mode of arrival also has an impact on road safety.

Chart 15: With whom do pupils usually arrive at primary school?



Source: Project Soft sustainable mobility measures, Ministry of Environment, Climate and Energy

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
Number of passenger-kilometres by PPT per year	MOPE	1505 million pkm (2019)	3542 million pkm (The Integrated National Energy and Climate Plan of the Republic of Slovenia - the scenario with additional measures- rapid supply improvement (DU-HIP))	Annually	2019 Baseline value
Number of PPT stations and stops with safe access	MOPE	Establishing the methodology		Once the methodology has been established, annually	Establishing monitoring
Number of stops where bus and train stations are co-located	MOPE	82	85	Annually	Source: PPT operator
Percentage of children in the second year of primary school and above who arrive at school without being accompanied by an adult	MOPE	55%	60%	Annually	Establishing monitoring
Percentage of routes using sustainable forms of mobility	MOPE	PPT 2.9% Walking 21.2% Bicycle 5.3% (SORS, 2021)	Target to be set in the National Integrated Transport Strategy	Annually Every four years	Source: SORS

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in the periodic action plan.

3.6.1.2 SAFE ROAD INFRASTRUCTURE

MAIN TARGET: PROVIDING SAFE ROAD INFRASTRUCTURE

Safe road infrastructure is one of the factors in ensuring and improving road safety, achieving Vision Zero and a long-term road safety system. A modern engineering approach, clear and safe technical solutions to ensure safe road infrastructure are only part of the strategy to prevent or reduce the number of road crashes caused by poor infrastructure or driver error.

The road infrastructure's added value for road safety is evident at three levels:

- Optimal road infrastructure ensures the avoidance of conflict situations between road users, thereby minimising the likelihood of road crashes;
- Road infrastructure should enable road users to react effectively in order to avoid collisions when faced with potential conflict situations that could lead to road crashes;
- Road infrastructure, together with appropriate road and roadside safety equipment, should prevent serious injury or death in the event of a road crash resulting from a conflict situation.

A significant part of the planned activities is based on Directive (EU) 2019/1936 of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management, the provisions of which have been transposed into the Roads Act (Official Gazette of the Republic of Slovenia [Uradni list RS], Nos 132/22, 140/22 – ZSDH-1A, 29/23 and 78/23 – ZUNPEOVE; hereafter: ZCes-2). The provisions already in force, which set minimum standards for road infrastructure safety, have been updated. The assessment of road infrastructure safety has been broadened from the TEN-T network to the primary roads managed by the Slovenian Infrastructure Agency, with a special focus on vulnerable road users (pedestrians, motorcyclists, cyclists). Additional emphasis is also placed on road sections adjacent to tunnels of the trans-European transport network referred to in Directive 2004/54/EC. Statutory activities to improve the safety of road infrastructure cover all phases of road planning, design, construction and maintenance and comprise:

- road safety impact assessments;
- road safety audits;
- network-wide road safety assessments;
- periodic and targeted road safety inspections;
- the protection of vulnerable road users,
- research into the factors contributing to road crashes.

We can also contribute to a safe road infrastructure by providing timely and reliable road safety-related information to road stakeholders. Intelligent Transport Systems (ITS) can make a significant contribution to improving road safety, for example by introducing incident detection and traffic monitoring systems that can provide real-time information to road users. In accordance with Commission Delegated Regulation (EU) No 886/2013 supplementing Directive 2010/40/EU, Slovenia al-

ready provides road safety-related minimum universal traffic information. This information is published as events or conditions on the National Traffic Data Access Point (www.nap.si) and on the www.promet.si web portal and contains the following categories:

- a) temporary slippery road,
- b) animals, persons, obstacles, debris on the road;
- c) unprotected crash area;
- č) short-term road works;
- d) reduced visibility;
- e) wrong-way driver;
- f) unmanaged blockage of a road;
- g) extreme weather conditions.

Notifications of the events listed above are provided by the Republic of Slovenia for the area of motorways, expressways, and higher category national roads. To improve driver information on the roads, the development of the Intelligent Transport Systems (ITS) should be promoted on lower category national roads, which are also more prone to crashes. Conversely, manufacturers of navigation devices and providers of online and mobile applications should be encouraged to use this data. This would ensure that as many people as possible receive timely information on current events and conditions across the road network.

PLANNING OF INVESTMENTS IN ROAD INFRASTRUCTURE

The planning of modern road infrastructure in Slovenia takes into account, to the largest extent possible, all the latest guidelines, which are largely based on recommendations at the EU level, and are also included in national strategic documents on transport planning and development (Resolution on the Spatial Development Strategy of Slovenia 2050, Transport Development Strategy of the Republic of Slovenia until 2030, Resolution on the National Road Safety Programme 2023–2030, Plan of Investments in Transport and Transport Infrastructure in the Republic of Slovenia for the 2020-2025 period, etc.). This area is also regulated by sectoral legislation, including all implementing regulations, guidelines and technical specifications for transport infrastructure. The safety of road infrastructure is basically an integral part of planning or design of road infrastructure.

ADDRESSING ROAD INFRASTRUCTURE SAFETY ON THE NATIONAL ROAD NETWORK

Ensuring road safety is a very complex challenge involving driver behaviour, psychophysical characteristics, vehicle mechanical characteristics and traffic structure, road geometry and driving conditions. Safe driving can be discussed in various ways: in terms of the vehicle and the design of the road and roadside, or in terms of their use (driver skills, legislation, enforcement of laws and traffic rules, and risk management). Source: Road safety audits guidelines (DRSI).

In the course of the road safety inspection, which is a routine check of the characteristics and defects of the road after it has been put into service, the following causes were identified in the 2016-2022 period for the possible occurrence of road crashes or possible errors and defects that could lead to road crashes: inadequate or incorrect traffic management (mainly in bends due to missing traffic direction signs), lack of adequate steel safety fences (including irregular end terminals, motorways without crash cushions), unmaintained hard shoulders, untidy ditches and gullies, carriageway damage and uncontrolled vegetation along the carriageway.

Good road management (planning, design, construction, maintenance) is essential. It is also important to keep abreast of the latest trends in technical solutions, while ensuring that sectoral legislation is kept up to date to allow the introduction of new knowledge and expertise into road infrastructure.

Road lighting should be designed to minimise the impact of light pollution, with priority given to solutions such as adjusting illumination to the level of traffic and switching off luminaires at times when there is no traffic, such as at public transport nodes when public transport does not operate.

NATIONAL ROAD NETWORK MANAGED BY THE SLOVENIAN INFRASTRUCTURE AGENCY

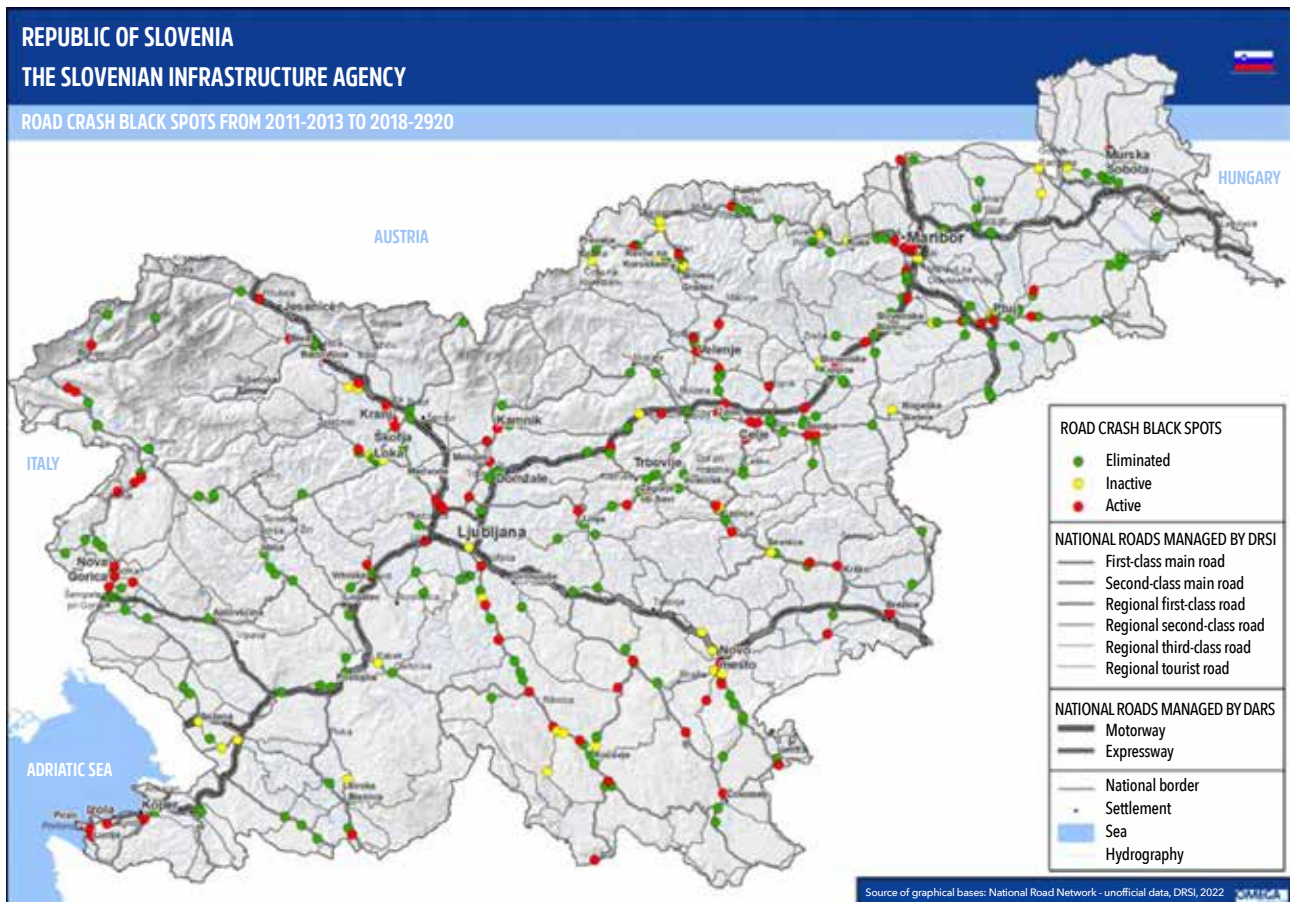
The Slovenian Infrastructure Agency manages 5,947 km of national roads. The Agency implements measures that are effective in reducing both the number and severity of road crashes by identifying, analysing and treating high frequency crash locations, referred to as "black spots". As a result, these proactive efforts contribute significantly to reducing the costs associated with road crashes.

In 2021, black spots where road safety measures were implemented showed significant improvements: there was a 44% reduction in total road crashes and a significant 67% reduction in crashes with serious consequences (including serious injuries and deaths) compared to the baseline year of 2013. In cooperation with other relevant Slovenian institutions, a number of activities were systematically implemented to improve road safety for drivers of single-track motor vehicles: prevention campaigns and educational initiatives, additional installation of traffic signals and equipment, and improvement of road safety conditions on and near the road. It is worth noting that the majority of these measures focused on remedial or corrective actions.

The figure shows the black spots between 2011 and 2020 (with a focus on the three-year period).

- Active: recorded in the most recent analysis period from 2018 to 2020;
- Eliminated: the measure was implemented in the 2013-2020 period, resulting in the location no longer being included in the list of black spots;
- Inactive: no measures have been taken, the location is no longer included in the list of black spots.

Figure 8: Black spots on the national road network from 2011-2013 to 2018-2020 - active, eliminated (measures were implemented) and inactive



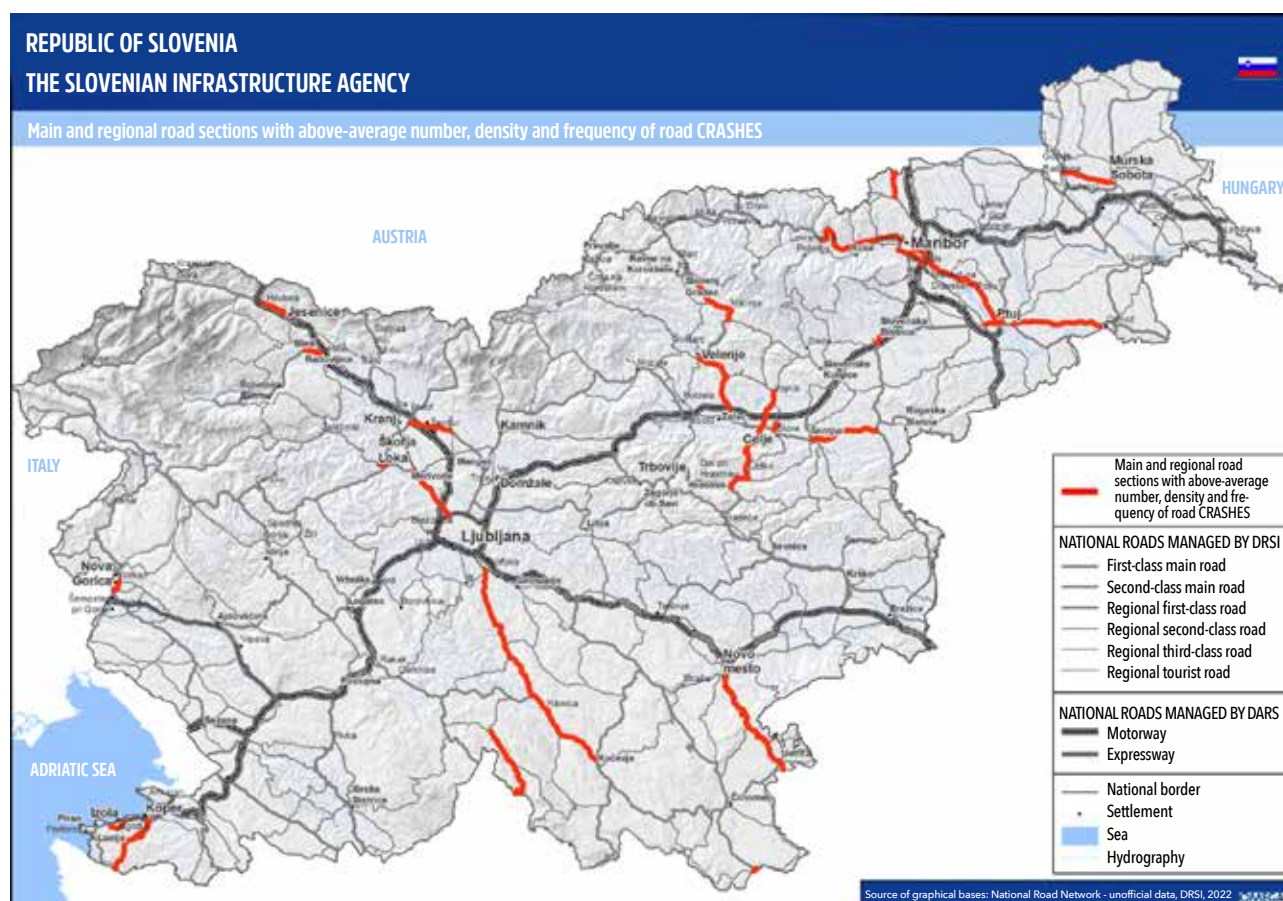
Source: DRSI data

The elimination of deficiencies on main and regional roads is also part of the road safety auditors' investigations into the factors contributing to serious crashes. These investigations are used to identify urgent safety improvement measures.

* The decrease in the number of crashes in 2020 was also due to the measures taken to contain the COVID-19 epidemic (source: DRSI data).

The figure below shows the sections (38) of main and regional roads with an above-average number, density and frequency of road crashes over the 2013-2021 period.

Figure 9: Main and regional road sections with above-average number, density and frequency of road crashes



Source: DRSI data

The competent Slovenian authorities (DRSI, STSA, DARS) systematically implement measures to improve the safety of individual groups of road users. In accordance with the provisions of Directive (EU) 2019/1936 of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management, they also implement measures to improve the safety of drivers of single-track motor vehicles as a vulnerable group of road users. As the number of these drivers on the roads increases, so does the likelihood of them being involved in road crashes. The proportion of seriously injured and killed motorcyclists in the total number of injured and killed in road traffic crashes is significantly higher than their share in the transport structure. However, as mentioned above, in accordance with the provisions of the Directive, additional attention will be paid in the future to other vulnerable groups of road users: pedestrians, cyclists, e-scooter riders.

Guidelines have been issued (source: <https://www.gov.si/assets/organi-v-ses-tavi/DRSI/Dokumenti-DRSI/Navodila-gradiva/Smernice-za-varnost-motoristov/Smernice-za-varnost-motoristov.pdf>, 1. 10. 2020), specifying the precise conditions and methods for setting up safety equipment for motorcyclists, the method of providing guidance and information, and a list of motorcycle sections where additional measures are planned to improve motorcyclist safety, either on the entire road section or only on parts of it.

The Slovenian Infrastructure Agency has developed Guidelines for Installing Urban Equipment and Architectural Design of Traffic Areas to Improve Road Safety for

School Children, which intuitively alert road users to the proximity of the school and the presence of children (as vulnerable road users) in traffic.

The Slovenian Infrastructure Agency has also published a handbook on road lighting at pedestrian/cyclist crossings to improve road safety for pedestrians and cyclists. Pedestrian/cyclist crossings are zones where different groups of road users meet: motor vehicles on one side and pedestrians and cyclists on the other. The latter two groups are among the most vulnerable road users and are therefore often injured and potentially killed in 'close encounters'. To prevent such encounters or incidents, the driver of a motor vehicle must be able to see a pedestrian or cyclist at or near a crossing in good time. In good time means early enough to stop safely in front of the crossing (source: <https://www.gov.si/teme/informacije-in-usmeritve-strokovni-javnosti-na-podrocju-cestne-infrastrukture/> , 1. 3. 2019).

THE NATIONAL ROAD NETWORK MANAGED BY THE MOTORWAY COMPANY OF THE REPUBLIC OF SLOVENIA (DARS)

Motorways, expressways and other roads managed by DARS (625 km) are important road infrastructure for ensuring adequate road safety for users and facilitating the smooth flow of road traffic in Slovenia.

The condition of the road infrastructure is changing due to its age, the impact of traffic loads and the increase in traffic volume. The operator's goal is to keep the road infrastructure in very good condition through regular investment and maintenance works, reconstruction and rehabilitation. Furthermore, the motorways are being modernised in terms of equipment and installations. Modern traffic management and control systems are also being introduced, together with a modern toll system. A significant part of these measures focuses on ensuring the safety of the routes for road users and addressing the need for effective management and maintenance. The condition of the road infrastructure is monitored (supervised) and prompt action is taken in response to problems (such as damage to or failure of facilities, equipment, road sections) or events that may exacerbate conditions (such as the potential consequences of traffic crashes or natural disasters). This proactive approach is essential to ensure that traffic conditions remain adequate.

In response to a significant increase in traffic (traffic loads have exceeded all initial estimates), the operator is also addressing concerns about increasing infrastructure capacity on specific sections of motorways and expressways. One of the biggest problems is the Ljubljana ring road and its ring road entrances.

In addition to changing traffic-flow patterns, new initiatives are emerging to build new road connections to motorways. These initiatives to build new motorway connections are being launched in all areas of Slovenia, prompted by changes in settlement patterns or the need to provide less congested connections.

Another important aspect is the construction of additional, directions of modern transport routes important in spatial and transport terms, such as the development axes, which will be an integral part of the existing motorway operator's network in Slovenia.

Critical components of the road infrastructure are tunnels, long viaducts, bridges and junctions. Some of the tunnels were built decades ago in accordance with regulations in force at the time. We are currently modernising, upgrading and reha-

bilitating them to meet the latest safety standards. The construction of the second tube of the Karavanke tunnel is currently in progress, and it is expected to play a significant role in easing congestion at the border with neighbouring Austria.

When building, reconstructing and rehabilitating older sections of motorway, the primary objective is to ensure that the investment effectively results in the construction of a "new section in the old corridor" in a way that meets all relevant guidelines and incorporates the latest available expertise.

In the past period, DARS has therefore implemented a number of road safety measures on its motorway and expressway network, among the most important being the installation of crash cushions in all tunnels, the installation and replacement of safety barriers along hard shoulders (to secure dangerous locations) at the motorway bases of Postojna, Kozina, Novo Mesto and Hrušica, and the installation of crash cushions and road safety barrier terminals (P4) on most access roads. In addition, exit zones have been created on access roads, signs and outdated traffic signals have been replaced and 3D road surface markings have been introduced to prevent wrong-way driving. Traffic signalling (vertical and horizontal) on access roads is being upgraded to comply with the current Rules on traffic signs and equipment on roads and to prevent wrong-way driving. Road safety measures are also integrated into the rehabilitation works (replacement of safety barriers in the median strips and hard shoulders, replacement of vertical and renewal of horizontal signalling, the installation of crash cushions and safety barrier terminals, securing of dangerous points, etc.). Over the last ten years, 408.1 km of carriageway has been rehabilitated. In addition, DARS has installed portals and semi-portals for traffic control and management, and a large number of preventive actions are being carried out. These include promoting the importance of the hard shoulder in the event of a traffic crash, displaying various messages on the portals as part of the STSA prevention initiatives and more.

In the future, activities will continue to follow these guidelines, which are further defined in the DARS work plans for the current year.

MUNICIPAL ROAD INFRASTRUCTURE

Municipal roads (32,423 km in total, excluding public routes for cyclists) are roads of the public road network managed by municipalities. In accordance with the Roads Act (ZCes-2), the municipalities are responsible for their construction and maintenance, traffic arrangements and safe and smooth traffic flow.

Ensuring road safety is a top priority for municipalities, which is reflected in their financial commitment. Municipalities devote the largest share of their budgets to road transport and infrastructure. Data from previous years show that they allocate approximately 16% to 18% of their budgets to road infrastructure maintenance and investment, which amounts to around EUR 500 million per year.

In implementing road infrastructure measures to improve road safety, municipalities have focused on several key aspects, including:

- improving the quality and equipment of road infrastructure;
- reducing the proportion of motorcyclists among road deaths;
- improving the safety of roads through settlements;
- improving road safety at junctions (additional lanes, realignment and reconstruction);
- increasing the number of traffic lights at junctions;
- increasing the number of roundabouts;
- increasing the number of traffic lights at pedestrian crossings;
- increasing the number of kilometres of cycling infrastructure;
- increasing the number of kilometres of pedestrian infrastructure.

In the planning of road infrastructure investments, in which the integration of national and local infrastructure is crucial, coordination is particularly important to ensure the safety of all road users. In addition to the investments and costs incurred by the municipalities themselves, the constant traffic control efforts of the municipal traffic wardens and the activities of the Road Safety Council of a Self-Governing Local Community (hereinafter: the Road Safety Council) are noteworthy. The Association of Municipalities and Towns of Slovenia strives to ensure effective legislation to facilitate effective road traffic control.

INFORMATION SYSTEMS AND SOFTWARE DEVELOPMENT

The interplay of IT and operational technology with safe road infrastructure is a fundamental aspect of advanced traffic management. Driven by technological advances and the commitment to minimising deaths, there is a growing need to incorporate modern technologies, particularly digital solutions.

By creating a digital twin and using a simulator, the road operator will be able to proactively identify and analyse the impact of different infrastructure measures on drivers and their performance.

A digital twin with a neural network simulator designed to capture a driver's response to the road (including traffic and environmental factors) serves as a useful tool for analysing driver behaviour in traffic (assessing detection, perception and memory in relation to the traffic environment and traffic signalling), and ultimately contributes to the road safety audit.

This approach facilitates ex-ante simulations (tests) in the digital environment, allowing the prior verification of the planned road engineering measures. It also allows for the optimisation of planned project solutions, including an examination of the economic viability of the intervention and possible deviations from the regulations. Such a proactive approach helps to avoid unnecessary buy-outs and expropriations if the simulator confirms the appropriateness of the alternative solution.

The creation of a digital twin and a neural network simulator offers specialised enhancement of human factors research in transport. The simulator can be used by specialists to implement road safety measures and simulate different traffic en-

vironments and configurations.

Advanced traffic management is also supported by dynamic traffic modelling, which has been established at the National Traffic Management Centre (hereafter: NTMC) but is not yet in operational use by the infrastructure operators (DRSI, DARS). The tool makes it possible to predict travel times and congestion, thus helping traffic controllers to prepare in advance the operational measures to be taken in specific situations. The integration of this tool into operational traffic management is logical. The NTMC maintains the tool with dynamic network status data and upgrades it with new functionalities. In 2024 and 2025, features such as a three-day-ahead forecast of traffic density, a traffic light control programme, multimodality considerations and more will be available. Upgrades, such as the traffic light control programme, are aimed at promoting calm driving and achieving a smoother traffic flow, especially at the Ljubljana ring road entrances, but it will also be necessary to ensure the connectivity between the traffic lights operated by the municipalities and those operated by the Slovenian Infrastructure Agency.

The improvements will have a positive impact on road safety and traffic flow capacity. Increased traffic flow capacity and driving at a uniform speed will therefore help to reduce emissions and mitigate the negative consequences of road crashes (congestion, socio-economic consequences).

INTRODUCTION OF ITS - VARIABLE TRAFFIC INFORMATION SIGNS AND ROAD DEVICES

In order to provide more reliable information to drivers, i.e. national road users, and to integrate with vehicles, there is an increasing need to implement the Intelligent Transport System (ITS) and to introduce ITS and C-ITS technologies. This requires a systemic approach and cooperation with the National Traffic Management Centre (NTMC) and the Traffic Information Centre for Public Roads.

The introduction and use of new technologies for traffic monitoring and control, speed management and traffic management with variable message signs would help to improve road safety and traffic flow on motorways, expressways and other national roads.

Variable Message Signs (VMS) allow the display of appropriate traffic management content and information to road users about the traffic situation on the road or the occurrence of emergencies on the road and the possibility of detours, as well as the display of warning content related to road safety.

Appropriate sensors should be installed on major and regional roads to detect road safety related events. These events are defined in Commission Delegated Regulation (EU) 886/2013 (the provision of the road safety-related minimum universal traffic information service).

Intensive implementation of road safety measures on main and regional roads is planned for the future. The table below shows the road safety objectives and planned activities for the coming periods.

In line with the recommendations of the European Parliament Resolution on the EU Road Safety Policy Framework 2021-2030, we will pursue the objective of ensuring an adequate level of road transport infrastructure through timely identification of deficiencies and adequate planning.

MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
IMPROVING THE IDENTIFICATION OF DANGEROUS ROAD SECTIONS IN USE	<ul style="list-style-type: none"> • Further developing the risk mapping process (national road operators are already planning to assess risks or identify black spot road sections for three-year periods and the methodology for managing road crash black spots); 	MZI, STSA, DARS, DRSI, local communities	I.
	<ul style="list-style-type: none"> • Upgrading safety assessment activities for motorways and primary roads in accordance with the requirements of Directive (EU) 2019/1936 (procedures for the road safety impact assessment and road safety audits are already in place in Slovenia, including sector-specific guidelines); 		II.
	<ul style="list-style-type: none"> • Implementing the network-wide road safety assessment of national roads and classifying into the appropriate category according to the level of road crash risk; 		II.
	<ul style="list-style-type: none"> • Inspecting and assessing school route safety; 		I., II., III.
	<ul style="list-style-type: none"> • Analysing, monitoring and updating school route plans; 		I., II., III.
	<ul style="list-style-type: none"> • Developing a methodology and establishing a safety assessment of national cycle links. 		I., II., III.
ROAD SAFETY RISK ASSESSMENT	<ul style="list-style-type: none"> • Determining and classifying road safety risk levels in general, for specific crash categories and for specific critical sections; 	MZI, STSA, Police, DARS, DRSI	I., II., III.
	<ul style="list-style-type: none"> • Analysing the interactions between road safety risk level and observed performance indicators. 		I., II., III.
IMPROVING ROAD DESIGN PROCEDURES	<ul style="list-style-type: none"> • Gradually updating road design legislation to integrate the most recent expertise and knowledge in this field; 	MZI, STSA, Police, DARS, DRSI, IRSI	I., II., III.
	<ul style="list-style-type: none"> • Adapting infrastructure arrangements and measures for the safety of vulnerable road users (developing guidelines to further regulate the needs of vulnerable road users); 		I., II., III.
	<ul style="list-style-type: none"> • Exploring the possibility of creating "self-explaining" roads; 		I., II., III.
	<ul style="list-style-type: none"> • Exploring the possibility of providing "forgiving" roadsides; 		I., II., III.
	<ul style="list-style-type: none"> • Monitoring and evaluating the impact of the measures implemented; 		I., II., III.
	<ul style="list-style-type: none"> • Introducing sectional speed measurements (in cooperation with the police) on national roads. 		I., II., III.

* Key institutions are highlighted in bold, while others participate in the implementation process.

Measures	Activities	Institutions responsible*	Period
PROVIDING CLEAR TRAFFIC SIGNALS	<ul style="list-style-type: none"> • Reviewing the condition of traffic signals, advertising and marking panels to ensure that the minimum necessary and clear traffic signals are in place and are free from obtrusive elements; • Removing unnecessary elements; 	DRSI, local community	I., II., III. I., II., III.
ADVANCED TRAFFIC MANAGEMENT TO ENSURE FLOW AND SAFETY	<ul style="list-style-type: none"> • Reviewing the state of existing road network technologies and comparing them with advanced technological traffic management and control systems; • Amending the sectoral legislation on the competences and organisation of the NTMC; • Coordinating the development of a national smart infrastructure strategy. 	MZI, NTMC	I., II., III. I., II. III.
RAISING AWARENESS AND PROVIDING INFORMATION TO END ROAD USERS	<ul style="list-style-type: none"> • The activities are presented in Section 5. 	NTMC	I., II., III.

* Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
Deaths and serious injuries per billion km of national road network over a three-year period	DARS, DRSI	360	140 in the 2028-2030 period	Three-year period	2018-2020 initial three-year period (projected target traffic growth of 2,5% per year)
Number of road safety analyses carried out (for all fatal and serious injury crashes suspected to be caused by the infrastructure) and corrective actions taken	MZI, AVP, DARS, DRSI	17	83 (2025) 63 (2028) 50 (2030)	Per year	Baseline value from 2022
Number of sectional speed measurements	DARS, DRSI	0	10	Per year	

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning with cost estimates will be included in the periodic action plan.

3.6.1.3 SAFE VEHICLES

**MAIN TARGET:
THE PERFORMANCE (DELIVERY) OF THE ENTIRE VEHICLE SYSTEM.**

Vehicles are undergoing a rapid transformation, driven by societal and environmental trends as well as the rapid development of new production and consumer-oriented technologies. This development has led to increasingly advanced driver assistance safety systems, ensuring that vehicles equipped with them are not only increasingly safer for all road users but also have a minimum negative impact on the environment.

In Slovenia, the focus is on the safe use of vehicles, which is guaranteed by the quality of procedures for conformity assessment, registration, roadworthiness and vehicle traffic control. By improving the quality of all these activities, we can contribute to the improvement of road safety.

The basis for the proper implementation of the activities related to conformity assessment, registration, roadworthiness and vehicle traffic control is the legislation that aligns regulated economic activity with public authority, technical regulations, quality standards and metrology.

On 6 July 2022, a new set of European rules came into force, requiring vehicles to be equipped with a series of mandatory advanced driver assistance safety systems to improve road safety.

The European Commission anticipates that the measures will help to better protect passengers, pedestrians and cyclists across the EU, saving more than 25,000 lives and preventing at least 140,000 serious injuries from road crashes by 2038.

The new rules are part of Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users. The rules are included in view of the need to improve the safety of vehicles and other road users and the need to establish a comprehensive safety assessment of fully autonomous vehicles before they are placed on the EU market.

As of 6 July 2022, all new types of passenger cars, trucks and buses must be equipped with a series of advanced driver assistance systems, known as ADAS (Advanced Driver Assistance Systems). These safety systems include intelligent speed assistance, camera or sensor-based reverse driving detection, driver drowsiness and attention warnings, event data recorders and emergency stop signals. In addition, passenger cars and light commercial vehicles must also be equipped with lane departure warning systems and advanced emergency braking systems, while buses and goods vehicles must be fitted with technologies to better detect possible blind spots, warnings to avoid collisions with pedestrians or cyclists and tyre pressure monitoring systems.

Environmental awareness has led manufacturers to produce zero-emission vehicles: electric vehicles dominate the market so far, but hydrogen-powered vehicles are also

being developed. This has been followed by EU legislation which stipulates that from 1 January 2035 vehicle manufacturers will only be allowed to produce zero-emission passenger cars (vehicle category M1) and zero-emission light commercial vehicles (vehicle category N1).

Alongside this development of road vehicles, autonomous vehicles are also being developed to improve road safety by removing the main cause of road crashes - the driver. However, the introduction of such vehicles poses many challenges, such as a change in travel patterns and mobile culture, a lower proportion of cars in private use, a reduction in the use of public transport, the gradual phasing out of professions such as professional bus or lorry drivers, taxi drivers, driving instructors, and improved road safety due to the removal of the driver's influence on driving, a change in vehicle insurance practices, the increased presence of driver/vehicle assistance centres providing traffic information, the correct installation of standardised traffic signals across road infrastructure, the integration of the right decision-making algorithms in autonomous vehicles (responses to scenarios such as traffic congestion, selection of alternative routes, responses to obstacles, animals, or pedestrians on the carriageway, etc.), while ensuring the appropriate level of protection of personal and driving data.

SLOVENIAN VEHICLE FLEET

In accordance with the provisions of the Motor Vehicles Act (Official Gazette of the Republic of Slovenia [*Uradni list RS*], Nos 75/17 and 92/20 – ZPrCP-E; hereafter: the ZMV-1) and other regulations, the task of the operators carrying out vehicle-related procedures is to provide a high level of professional and quality vehicle services. These services include conformity assessment, registration, inspection and road-worthiness testing of vehicles.

The vehicle conformity assessment procedure ensures that new vehicles placed on the market comply with the latest requirements for systems, components and separate technical units, thereby providing the necessary level of road safety and environmental protection.

The vehicle registration procedure ensures that vehicles in circulation are properly insured and roadworthy, and that their ownership is clearly defined.

Roadworthiness testing ensures that only vehicles that meet the criteria for road-worthiness and environmental safety are allowed on the road.

Regulatory oversight and inspection ensure the proper functioning of the entire vehicle system.

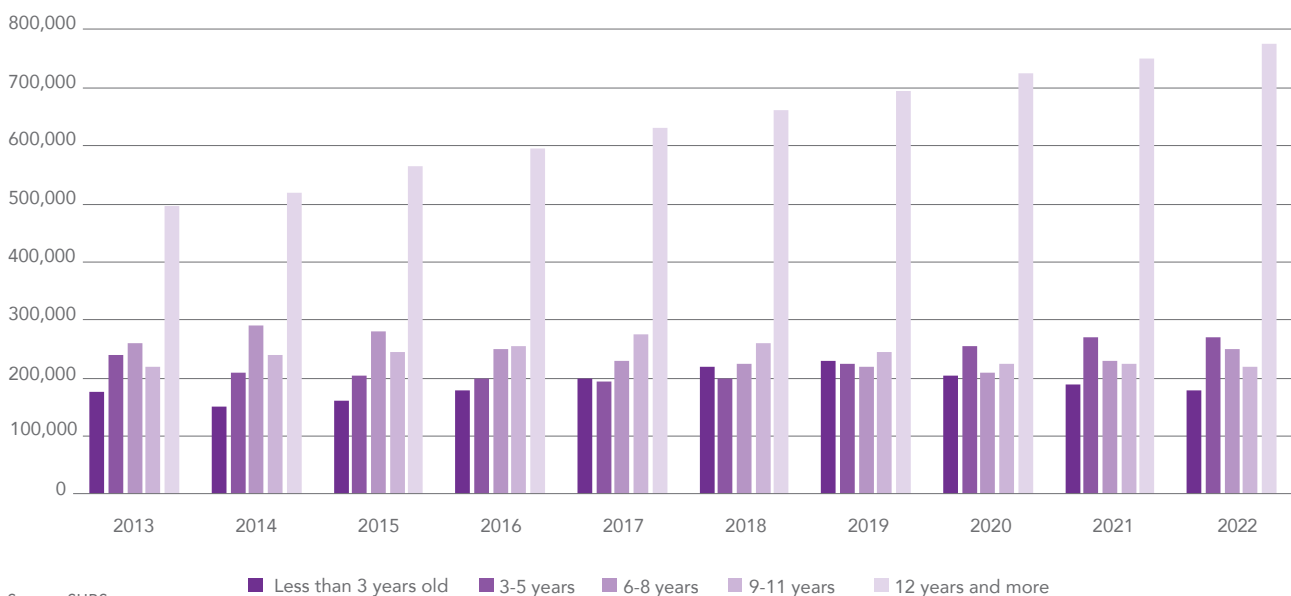
Statistics show that the vehicle fleet in Slovenia is ageing. Between 2013 and 2022, the fleet consistently retained a similar count of registered road vehicles across various age categories — less than 3 years old, between 3 and 5 years old, between 6 and 8 years old, and between 9 and 11 years old. The cumulative number of registered road vehicles in all these age groups averaged around 900,000 per year. However, the growth in the number of registered vehicles over the years is more pronounced for vehicles older than 12 years, which already accounted for 45.93%

(or 775,797) of all registered vehicles in Slovenia in 2022, which stood at 1,689,045 on 31 December 2022. In 2013, the share of vehicles older than 12 years was significantly lower at 35.63% (equivalent to 497,707 vehicles) of the total number of road vehicles registered in Slovenia. Their total number stood at 1,396,691 on 31 December 2013.

The statistics also show that the increase in the number of vehicles over 12 years old is mainly related to passenger vehicles, which account for 68% to 70% of Slovenian road vehicles.

However, the highest growth rate between 2013 and 2022 was recorded for motorcycles over 12 years old, at 181% (index 281).

Chart 16: Age of all vehicles registered in the Republic of Slovenia on 31 December by year for the 2013-2022 period



The increasing number of vehicles over 12 years old holds significance for all stakeholders in the vehicle industry. At this age vehicles are considered to be old and therefore at a higher risk of brake failure, chassis deterioration and corrosion, which in turn increases the potential risk to road users.

Research shows that there is a correlation between the results of the European New Car Assessment Programme (Euro NCAP) tests and real-world injury outcomes. Passenger vehicles with a three- or four-star safety Euro NCAP rating have been proven to be around 30% safer in a collision than those with a two-star rating or those with no Euro NCAP safety rating. Passenger vehicles rated with five stars by Euro NCAP have demonstrated a 68% lower risk of fatal injury and a 23% lower risk of serious injury when compared to two-star safety rated passenger vehicles.

Studies suggest that monitoring the age of registered vehicles and promoting the purchase of new, safer vehicles is the only way to reduce the risk of fatal injuries by up to 68%.

ANALYSIS OF THE RESULTS OF ROADWORTHINESS TESTS

Besides the driver and the road, a roadworthy vehicle is one of the most important factors influencing road safety. It is the responsibility of every driver to operate a vehicle that is roadworthy and properly equipped in accordance with the regulations. However, it is the responsibility of the State to ensure, through roadworthiness tests, that the vehicle data, the condition of the vehicle's equipment and devices and the fulfilment of other conditions prescribed by law and regulations are in conformity.

Table 1: Statistics on roadworthiness tests performed on vehicles 2020-2022

	2020	2021	2022
Number of registered vehicles	1,701,336	1,737,194	1,775,873
Number of roadworthiness tests on vehicles	1,477,132	1,510,885	1,534,523
Number of roadworthy vehicles	1,207,566	1,238,280	1,250,847
Number of conditionally roadworthy vehicles (minor defect)	170,892	185,250	198,752
Number of vehicles not in roadworthy condition (major defect)	73,111	64,768	63,177
Number of vehicles not in roadworthy condition (dangerous defect)	25,563	22,587	21,747

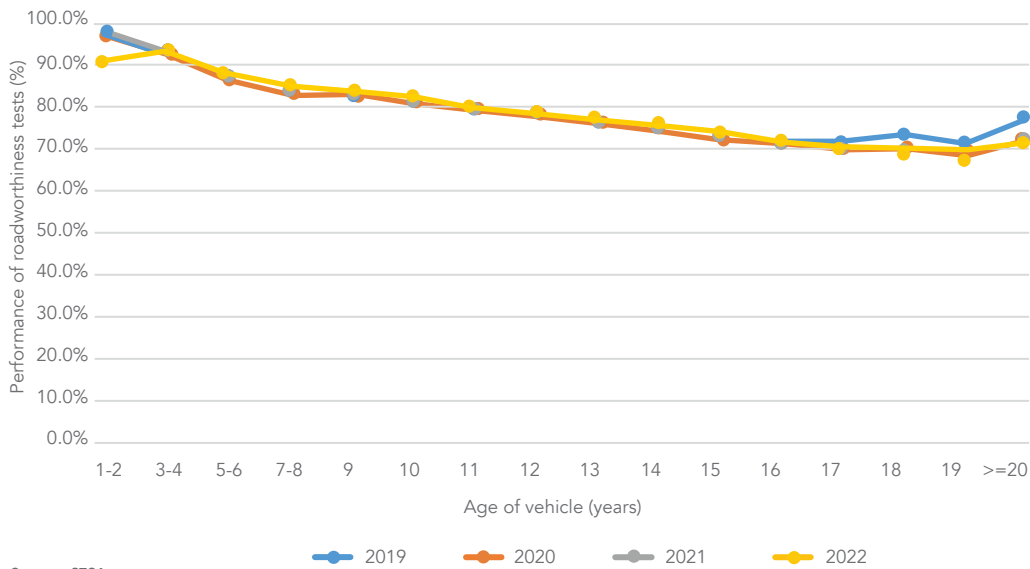
Source: STSA data

Definitions:

- **MINOR DEFECTS** are irregularities that have no significant effect on the safety of the vehicle and other minor non-compliances. A vehicle with a minor defect is considered conditionally roadworthy and may be driven on the road. However, the owner or user of the vehicle is obliged to remedy the minor defect within 15 days.
- **MAJOR DEFECTS** are irregularities that may affect the safety of the vehicle or the environment, or put other road users at risk, and other more serious non-compliances. A vehicle with a major defect is not roadworthy and may only be driven on the road for the purpose of transport to a repair facility during the period of validity of its registration.
- **DANGEROUS DEFECTS** are irregularities that constitute a direct and immediate risk to road safety or to the environment. A vehicle with a dangerous defect is not roadworthy and must not be driven on the road until the defect has been rectified.

An analysis of roadworthiness tests for the 2019-2022 period suggests that the number of roadworthy vehicles decreases as vehicles age, which has a negative impact on road safety.

Chart 17: Performance of roadworthiness tests



It follows from the aforementioned that in the coming period more attention should be paid to older vehicles, which are more prone to defects and pose a greater risk to road safety.

DETERMINING THE CAUSAL RELATIONSHIP BETWEEN ROAD CRASHES AND VEHICLE ROADWORTHINESS

Foreign research indicates that a vehicle's lack of roadworthiness is the cause of crashes in 4-6% of cases.

REGULATORY OVERSIGHT AND INSPECTION

In Slovenia, regulatory oversight is performed by the Slovenian Traffic Safety Agency and inspection by the Infrastructure Inspectorate of the Republic of Slovenia. Their main purpose is to ensure that the rules are applied consistently. Inspections are carried out by inspectors in accordance with their powers. They have the right to stop and inspect a commercial vehicle, its devices and its equipment (hereinafter: technical roadside inspection), as well as documents and other evidence that the driver of the commercial vehicle is required to carry. In addition, technical roadside inspections are also carried out by police officers, who, like the inspectors, have the right to withdraw the vehicle from traffic or order it to undergo an extraordinary roadworthiness test.

The following findings were made during the regulatory oversight inspections conducted by the authorised organisations responsible for roadworthiness testing and vehicle registration:

- inconsistent vehicle identification during roadworthiness tests (lax verification of vehicle data);
- inconsistent measurement procedures during vehicle roadworthiness tests (braking system, lighting equipment);

- defects in the prescribed measuring instruments and equipment for conducting vehicle roadworthiness tests (incomplete and non-functioning equipment, missing equipment);
- failure to comply with the conditions for certification of vehicle roadworthiness testing equipment (failure to comply with the time limits for calibration and certification of equipment);
- inconsistent implementation of vehicle registration procedures (inadequate documentation, incorrectly completed applications, inadequate authority of those involved in the procedure);
- inconsistent internal control of inspectors' work and non-compliance with staffing conditions.

In order to avoid inconsistencies in the implementation of the regulations, which would jeopardise road safety, it is necessary to overhaul the entire control system and to create the conditions for its effective operation, which will require both technical and legal reinforcement, and reinforcement of staff.

MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
REGULATORY AMENDMENTS	<ul style="list-style-type: none"> • Examining the alignment of competences of the inspection authorities in the specific cases they present and, if necessary, drafting amendments to the legislation applicable to vehicles (in terms of the effectiveness of the measures imposed), all with a view to ensuring prompt and effective control and related measures; 	MZI	I., II., III.
REGULATORY OVERSIGHT, INSPECTIONS AND POLICE CONTROL	<ul style="list-style-type: none"> • Examining the technical and infrastructural capacity of the Slovenian Traffic Safety Agency and comparing it with such agencies in other countries and, consequently, proposing measures for improvement, with a view to improving the regulatory oversight of the Slovenian Traffic Safety Agency; • Reviewing the equipment of the Infrastructure Inspectorate of the Republic of Slovenia and the Police and consequently proposing improvements (e.g. purchase of a joint mobile unit for vehicle roadworthiness testing, etc.); 	STSA, MNZ, Police, IRSI	I., II., III. I., II., III.
CONFORMITY ASSESSMENT AND REGISTRATION PROCEDURE	<ul style="list-style-type: none"> • Digitising vehicle conformity assessment and vehicle registration documentation to improve the efficiency of regulatory oversight and other inspections; • Extending the retention period for roadworthiness test records to one year; 	MZI, STSA	I., II., III.

Measures	Activities	Institutions responsible*	Period
SAFER VEHICLES	<ul style="list-style-type: none"> Examining the possibility of introducing additional roadworthiness tests for vehicles (e.g. after repairs following a traffic crash, on change of ownership); 	MZI	I., II., III.
	<ul style="list-style-type: none"> Providing financial incentives to decommission an older vehicle and purchase a new one with built-in assistance systems (to prevent older vehicles from being resold or to ensure they are taken off the road); 	MOPE	I., II., III.
	<ul style="list-style-type: none"> Mandatory installation of AVAS in all electric vehicles (Rules on the parts and equipment of vehicles); 	MZI	I., II., III.
	<ul style="list-style-type: none"> Providing more favourable insurance for vehicles fitted with assistance systems; 	SIA	I., II., III.
EDUCATION AND TRAINING	<ul style="list-style-type: none"> Raising the level of training for providers of vehicle conformity assessment procedures, registration procedures and roadworthiness tests; 	MZI, STSA	I., II., III.

* Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
Share of serious road crashes caused by vehicle defects	Police, STSA	/	/	Per year	Establish
Average age of imported or acquired vehicles registered for the first time in Slovenia	STSA	/	/	Per year	Establish
Average age of the Slovenian vehicle fleet	STSA	10,9	<10	Per year	

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in periodic action plans.

3.6.1.4 SAFETY OF ROAD USERS

MAIN TARGET: TO REDUCE THE NUMBER OF ROAD CRASHES AND THEIR CONSEQUENCES.

It is estimated that 93% of road crashes are caused by human error. Speeding, drink-driving, fatigue, distracted driving and failure to use seat belts, child restraints and helmets all contribute to road traffic injuries and deaths.

Each of these factors listed above has a significant impact on the outcome of a road crash. To effectively address and reduce the causes of crashes through the implementation of the Resolution, a proactive approach to road safety is required in terms of legislation, enforcement and education. Action plans should be consistently implemented and developed on the basis of best practice. Efforts should also be made to expand and strengthen the activities that go beyond traditional road safety considerations (e.g. increased focus on safe infrastructure and post-crash response).

SPEEDING AND WRONG-WAY DRIVING - THE MOST COMMON CAUSES OF THE MOST SERIOUS ROAD CRASHES

According to the European Commission, some 40-50% of drivers in EU Member States exceed the prescribed speed limit and 10-20% exceed the limit by more than 10 km/h. This is a cause for concern as speed is the main factor in around 30 % of all fatal crashes. Speed limits are in place for a reason – they tell drivers what is a safe speed for the road they are on.

Worryingly, 38.5% of road deaths on Slovenian roads between 2013 and 2022 were due to speeding, which is 8.5% higher than the European average.

Wrong-way driving also ranks high, accounting for 27.6% of deaths between 2013 and 2022.

Road crashes are typically the result of intentional or unintentional actions, but they are certainly the result of contentious, irresponsible and reckless driving behaviour. Mistakes can be influenced by various factors, most notably distractions that cause drivers to overlook traffic signals and what is happening around them. Distraction factors include driving under the influence of alcohol or other substances, driver drowsiness and fatigue, poor visibility and drivers with mental disorders. Among these factors, impaired physical and mental abilities due to alcohol and drug use, as well as driver fatigue, are the most prevalent. It is therefore not surprising that a significant number of road crashes occur during weekends or at night, particularly between midnight and 3 am. Although these crashes may be fewer in number compared to others mentioned above, they often result in severe injuries or deaths.

It is important to recognise that road traffic crashes can result not only in minor or serious injuries, but also, in the worst cases, in the death of the people involved.

These incidents profoundly change the life of the victim, the person who caused the crash and those close to them. The consequences may entail pain, suffering, permanent disability and loss of income.

It is therefore imperative to raise awareness among drivers of all age groups about the root causes and potential consequences of road crashes. Education plays a key role in this, with the aspiration that road users will exercise greater caution on the road in the future.

BREAKDOWN OF ROAD CRASHES BY TYPE OF DRIVER, TYPE OF VEHICLE, GENDER, AGE AND COUNTRY OF DRIVING LICENCE ISSUE

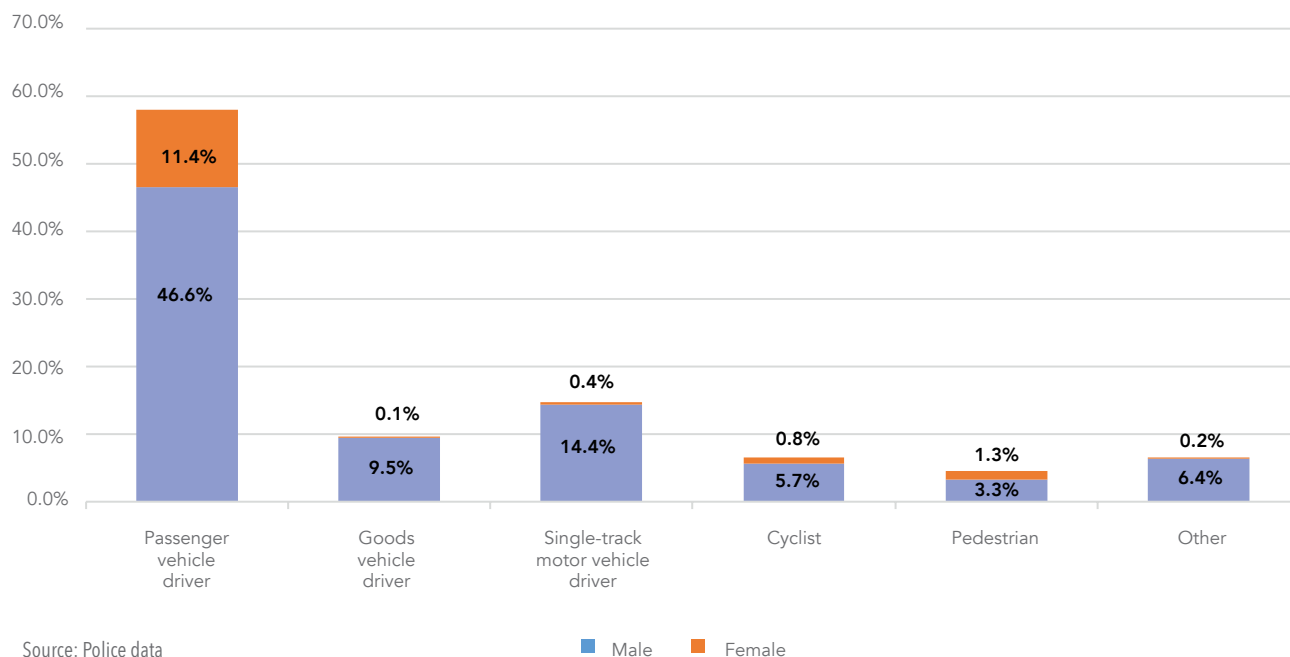
During the ReNPVCP13-22 period, a significant majority of road crashes were attributed to road users aged 25-34, with the 35-44 age group following closely behind. Notably, the highest number of road deaths occurred in crashes involving the oldest drivers, aged over 64 years, with the 55-64 age group ranking next. Over the last decade, there has been an increasing trend in the proportion of deaths caused by road users in the two oldest age brackets. The most significant decrease in the number of persons responsible for crashes over the same period is observed in the 25-34 age group (Chart 7 in Section 2.2).

Over the last five years, car drivers have been the leading cause of fatal crashes, accounting for a substantial 56.6% of all deaths. Drivers of single-track motor vehicles are the next most common cause of deaths in 2022, responsible for ten deaths or 12% of the total deaths last year alone. Examining the broader five-year period, drivers of single-track motor vehicles contributed to 17.4% of all deaths. It is also worth noting that drivers of goods vehicles were implicated in 8 deaths in 2022, which accounts for 9% of all deaths.



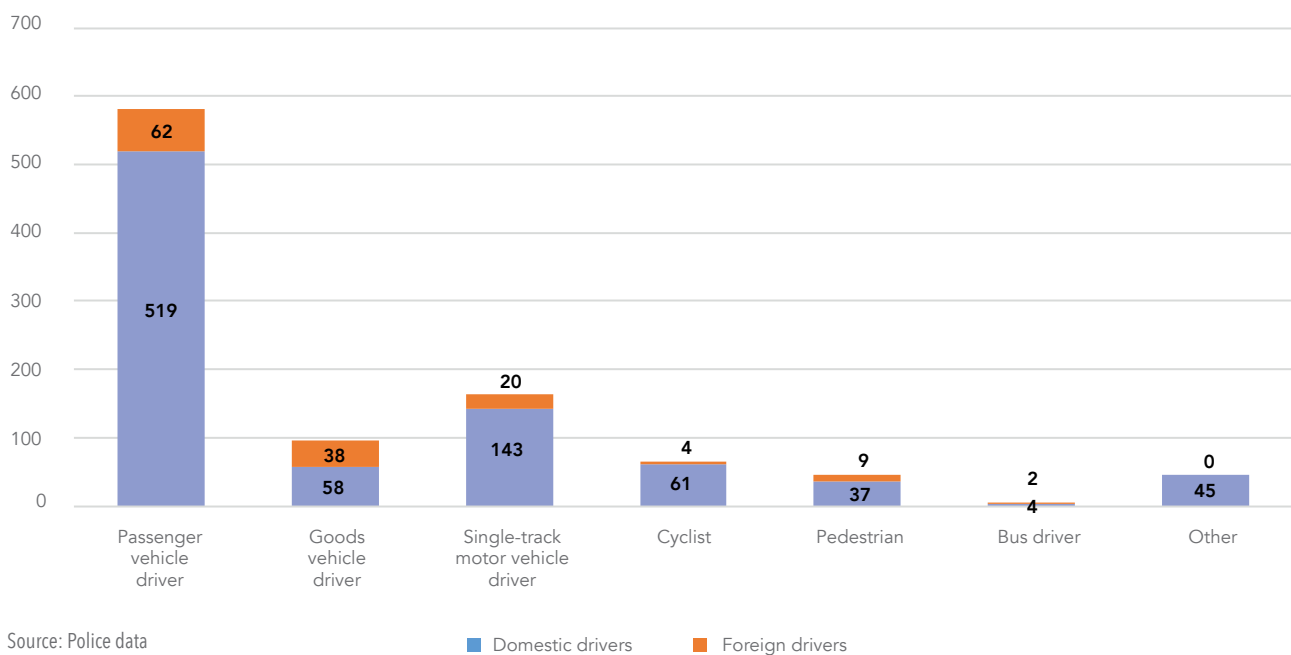
The chart below illustrates that the overwhelming majority of road crashes are caused by male individuals.

Chart 18: Breakdown of fatal road crashes by gender and type of vehicle



As Slovenia is a transit country, the share of foreign drivers causing road crashes is not negligible in passenger, goods and tourism transport. The chart below shows the share of foreigners in fatal road crashes from 2013 to 2022. Among the main persons responsible for road deaths, foreign drivers of passenger vehicles account for 10.67% (519 nationals and 62 non-nationals). Drivers of goods vehicles account for 39.58% (58 nationals and 38 non-nationals) and drivers of motorcycles for 13.99% (143 nationals and 20 non-nationals) of the total number of deaths.



Chart 19: Breakdown of fatal road crashes by type of road user (national or non-national) and country of driving licence issue

The Slovenian influence on foreign drivers is mainly through road controls and, to some extent, through targeted and seasonal prevention campaigns.

SEAT BELT AND HELMET

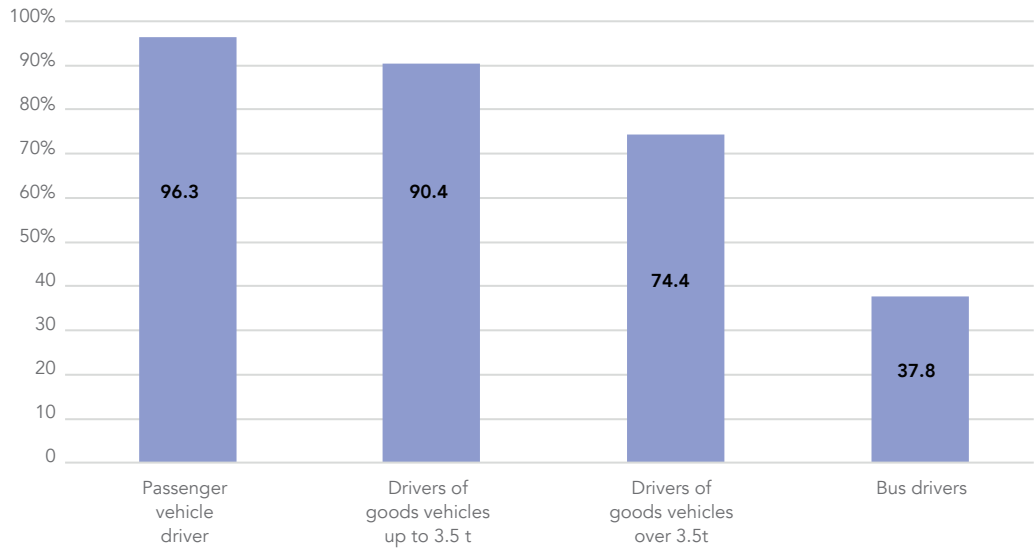
Failure to wear a seat belt is the second leading cause of road deaths, after speeding. An EU road safety study concludes that action targeting the use of seat belts could save up to 7,300 lives a year in the EU.

An increasing number of road users are becoming aware of the life-saving importance of wearing a seat belt. It is the most effective safety measure to prevent death and injuries to passengers and drivers of all ages involved in a road crash. There is no doubt that reduced seat belt use in a collision significantly increases the likelihood of serious injury or death. This is also demonstrated by the statistics we have obtained by systematically counting the use of seat belts by drivers and passengers of motor vehicles according to a common European methodology.

The data (STSA, 2022 observation) show that 96.3% of drivers, 94.4% of front seat passengers, 72.5% of adult rear seat passengers, 90.4% of older children and 88.6% of younger children in child restraints wear seat belts in passenger vehicles. Seat belt use is lowest on local roads within settlements (where only 92% of car drivers wear seat belts). In contrast, seat belt use is higher on major urban roads, regional roads and motorways, where it is over 98%.

The chart below shows the data on seat belt use by drivers of different types of vehicles, highlighting the lowest seat belt use by bus drivers (at approximately 38%).

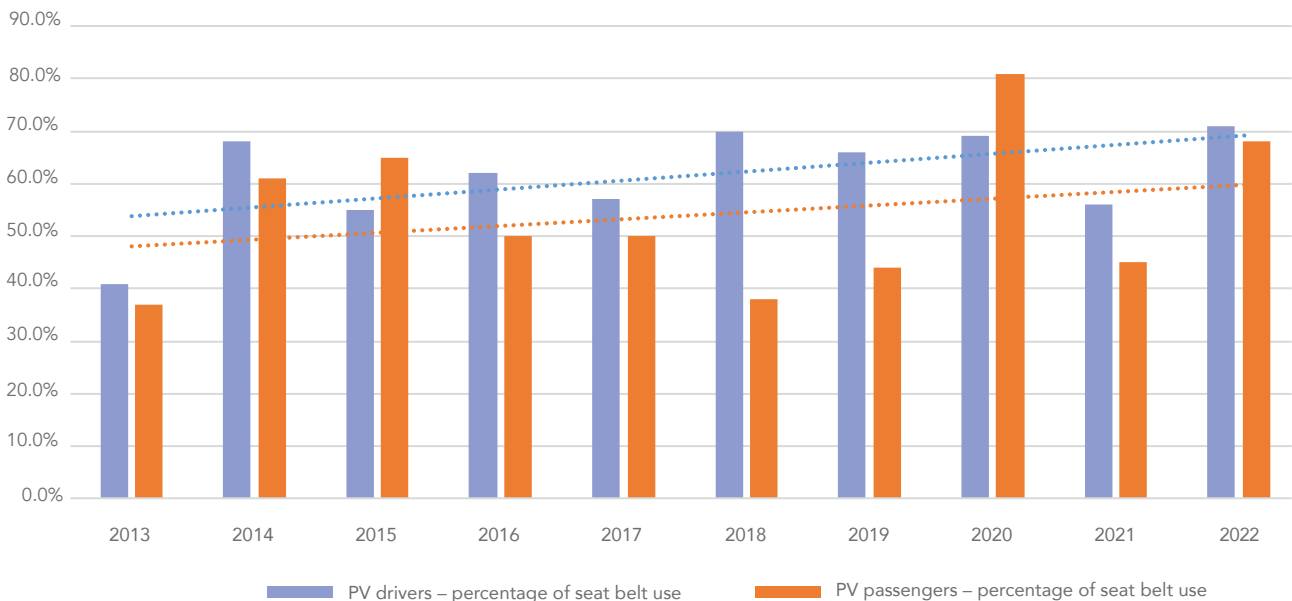
Chart 20: Percentage of seat belt use by vehicle type in 2022



Source: STSA data

We also monitored data on the use of seat belts by both car drivers and passengers fatally injured in road crashes. As shown in the chart below, the percentage of car drivers and passengers wearing seat belts has increased over the ReNPVCP13-22 period.

Chart 21: Percentage of seat belt use by passenger vehicle drivers and passengers fatally injured in road crashes (2013-2022)

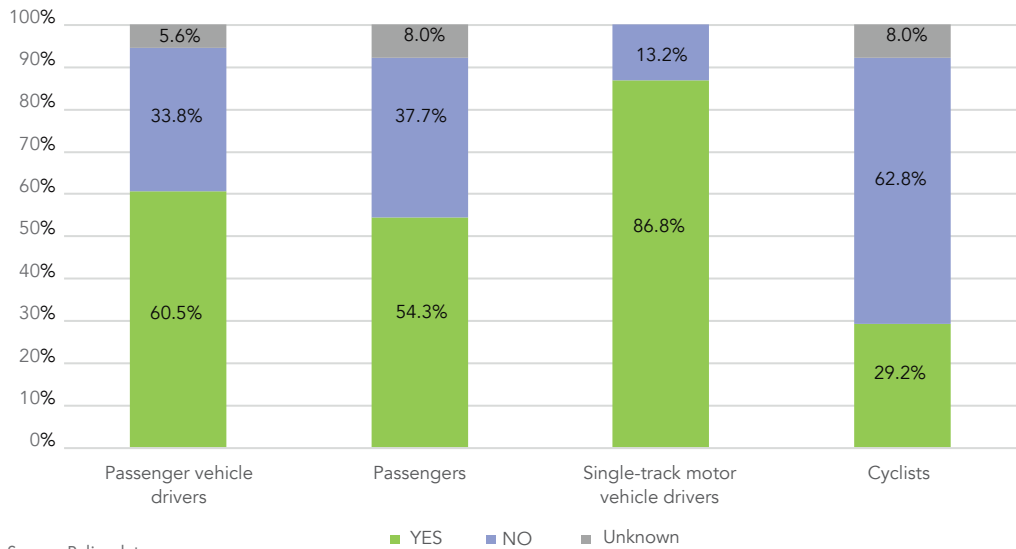


Source: STSA data

Worldwide studies have shown that helmets are highly effective in reducing the risk of head and brain injuries. As many as 80% of motorcyclists who lose their lives on European roads sustain fatal head injuries, which underlines the crucial role of helmets as an essential piece of safety equipment. Helmets can reduce the risk of fatal injury by around 44%. Since the introduction of electric scooters in Slovenia, we have also seen an increase in the number of road users injured in crashes or inci-

dents because they were not wearing appropriate protective equipment (such as a helmet) when riding these scooters. This includes life-threatening and fatal injuries.

Chart 22: Percentage of road deaths based on seat belt or helmet use when involved in crash



Source: Police data

SOME OF THE MOST COMMON FACTORS CONTRIBUTING TO ROAD CRASHES - ALCOHOL, ILLICIT DRUGS AND OTHER PSYCHOACTIVE SUBSTANCES, AND DRIVER DISTRACTION

Being a part of traffic under the influence of alcohol, drugs, or other psychoactive substances poses an additional risk, as these factors are often associated with a higher likelihood of causing a road crash. Research has shown that drivers are more than twice as likely to cause a most serious crash at the legally permitted blood alcohol concentration (BAC) level, and that the likelihood of causing a most serious crash increases exponentially with increasing BAC.

In 2022, a total of 33 road users (39% of all deaths) died as a result of drink-driving (both below and above the legal BAC) and driving under the influence of illicit drugs or other psychoactive substances.

DRINK DRIVING IN ROAD TRAFFIC

The issue of drink driving is a wider social challenge involving excessive alcohol consumption. Over the past decade, some significant strides have been made towards an effective alcohol policy that not only targets the transport sector, but also addresses alcohol consumption in society at large. The problem of alcohol in traffic is a reflection of wider social attitudes towards alcohol consumption and drinking, with Slovenia ranking high in per capita alcohol consumption.

A long-running national campaign to prevent driving under the influence of alcohol, drugs and other psychoactive substances is being conducted in cooperation with various stakeholders, ministries, the STSA, the police and other regulatory authorities, and NGOs. During the campaign, a number of preventive and media activities take place, with intensified controls conducted by the police and relevant

inspection services. NGOs have been actively involved in the campaign for many years. Some of these activities are carried out year-round and take a comprehensive approach to addressing alcohol and traffic-related issues.

The consequences of alcohol-related road crashes show that approximately one third of road deaths are related to the driver's alcohol level. The main causes of drink and drug driving crashes remain speeding, wrong-way driving and, to a lesser extent, vehicle movement and failure to comply with right-of-way rules.

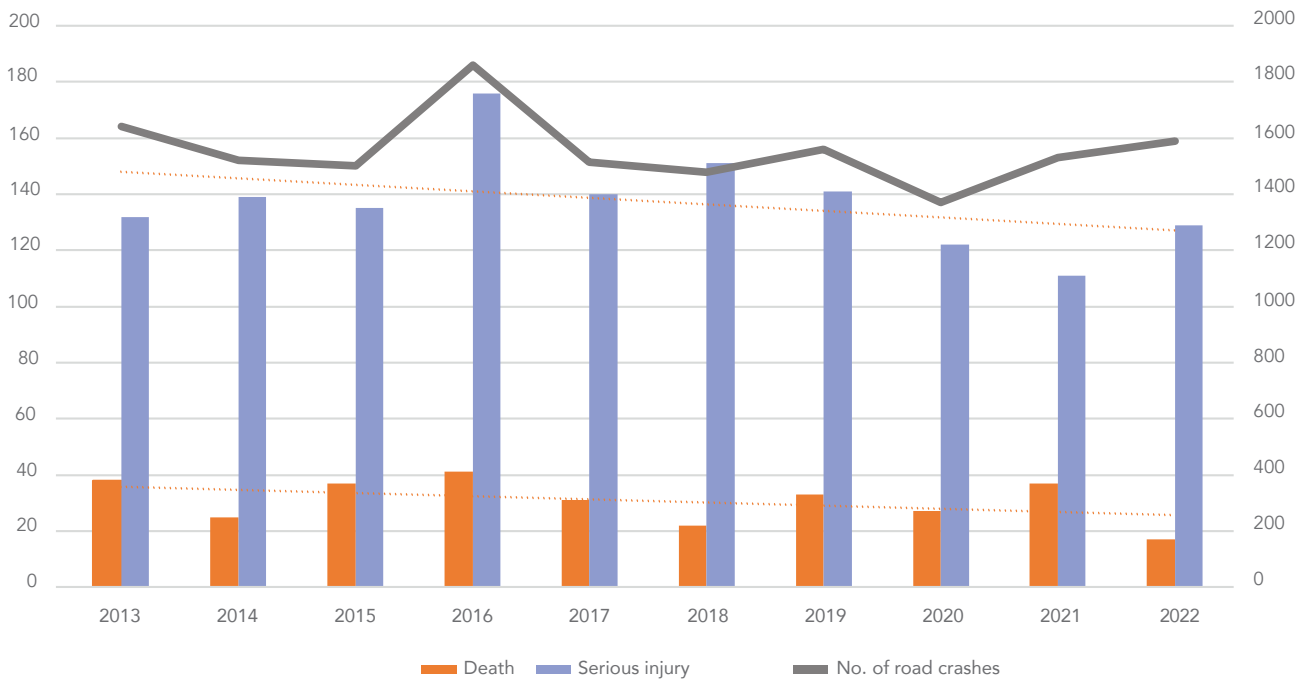
Key findings over the past decade include:

- Drink-driving is responsible for about 10% of road crashes.
- Alcohol is a significant factor in the most serious road crashes, contributing to about one third of fatal crashes.
- Males in the 25-45 age group are responsible for most road crashes and alcohol-related deaths.
- Car drivers, motorcyclists and cyclists are the most common drink drivers.
- Alcohol is most often associated with factors such as speeding (almost 48%), wrong-way driving and vehicle movements in the causes of road crashes.
- The average blood alcohol concentration of those involved in road crashes is 1.4 per mille.

It is important for all road users to recognise the unacceptability of drink driving; raising awareness and fostering a shift in attitudes towards such behaviour, highlighting its unacceptability and promoting alternative modes of transport are essential steps. Additionally, raising awareness of the responsibilities of other stakeholders including alcohol suppliers, is imperative. However, it is also important to explore further avenues for amending and improving existing legislation, particularly in terms of penalty policy. This includes considerations such as lowering the legal BAC limit and installing alcohol interlocks as an administrative measure for repeat offenders.

Driving under the influence of alcohol, drugs and other psychoactive substances is the leading cause of road deaths. Alcohol impairs our ability to safely engage in traffic by affecting perception, anticipation, judgment, decision-making, and appropriate action. As a result, BAC of just 0.5 per mille of alcohol doubles the likelihood of causing a traffic crash, while 1.1 per mille increases the likelihood eightfold compared to a sober driver. Alcohol-related crashes are more likely to occur at night and at weekends, and are often associated with speeding, not wearing a seatbelt and using a mobile phone while driving. The vast majority of those responsible for the most serious crashes are male.

In 2022, the ReNPVCP13-22 target was achieved, with the number of deaths attributed to drink-driving aligning with the critical number set for the year, namely 17 deaths. It's important to note that the target or critical number for 2022 was originally set for drivers under the influence of alcohol, drugs and other psychoactive substances. However, tracking has been limited to drink drivers throughout the decade due to insufficient data for the broader category.

Chart 23: Number of road crashes and number of alcohol-related deaths and serious injuries 2013–2022

Source: Police data

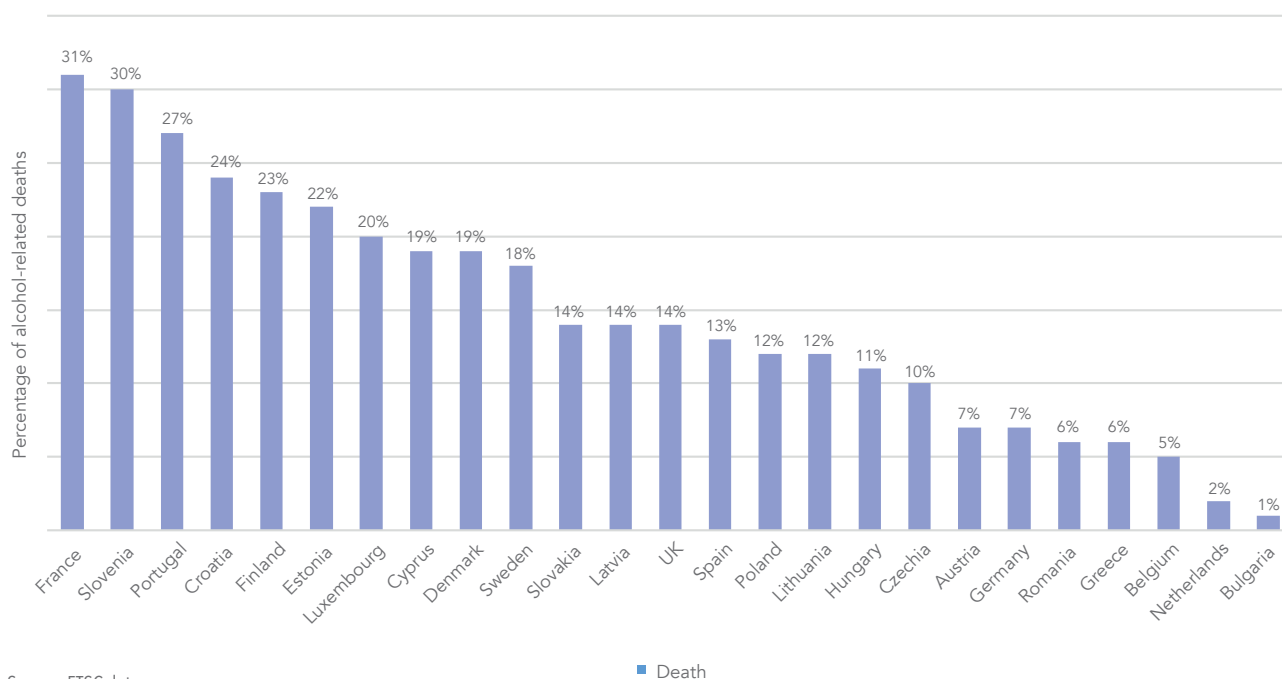
The offenders' alcohol level is extremely high, averaging 1.44 g/kg of blood or alcohol concentration level between 2013 and 2022. This means that the offenders' average level of alcohol is almost three times the permitted level for ordinary category B drivers. The alcohol concentration level in fatal road crashes decreased slightly in this period, averaging 1.62 in 2013 and 1.17 in 2022.

Most alcohol-related road crashes are caused by drivers aged 25–34 and the figures decrease with age. The highest percentage of the most serious alcohol-related road crashes resulting in deaths or serious injuries are caused by drivers aged 25–34, followed by the age groups 35–44 and 18–24. The percentages start dropping in older age groups. Young people aged 18 or younger cause a very small percentage of road crashes (2%) and people over 65 cause a relatively small number of alcohol-related road crashes (7%).

Overall, the number of alcohol-related road crashes in the 2013–2022 period decreased slightly, as did the number of deaths, mostly due to a significant decrease in 2022 (–54% over the previous year). The general trend suggests a slight drop in the number of alcohol-related deaths and serious injuries.

According to statistical data on the European level, 25% of all road deaths are alcohol-related, although only 1.5 to 2% of kilometres in Europe are travelled on by drivers driving under the influence of alcohol above the legal limit. The percentage of alcohol-related road deaths in the 2018–2022 period averaged 16% (for EU24).

Chart 24: Percentage of alcohol-related deaths in road crashes in EU countries (2018-2022 average)



Notably, the definitions of alcohol-related road deaths differ from country to country, which makes it difficult to draw direct comparisons. Unfortunately, Slovenia has one of the highest percentages of alcohol-related road deaths.

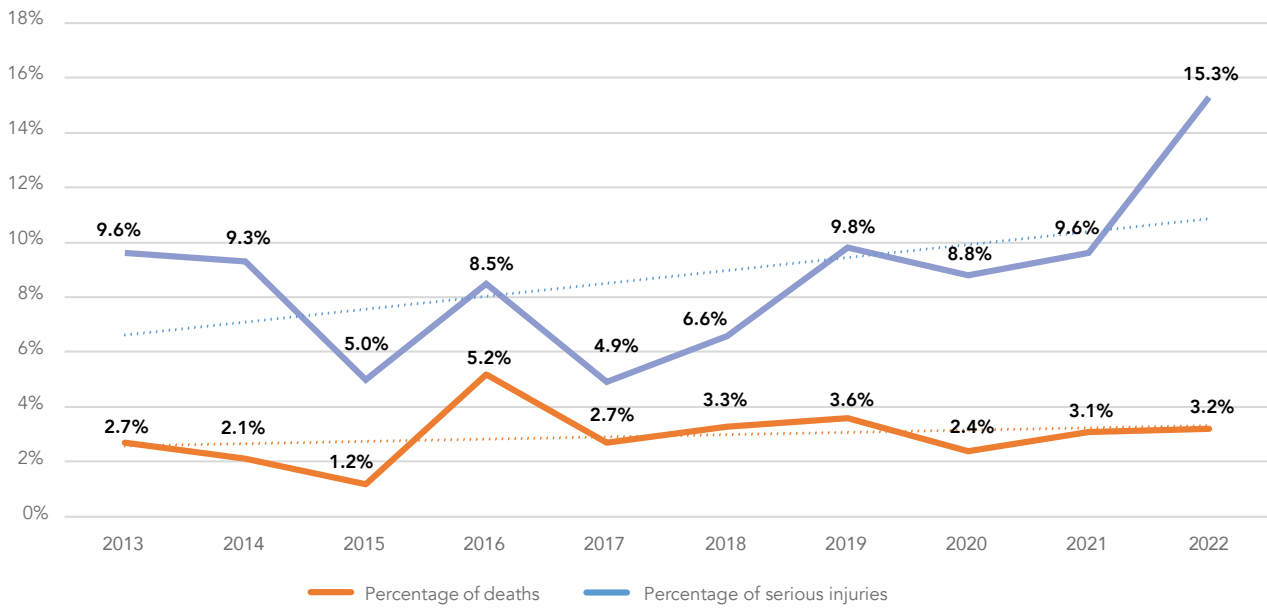
Based on data collected in 2018, the international project ESRA2 also found that the percentage of drivers reporting to have driven under the influence of alcohol in the last 30 days varies considerably between European countries, ranging from 5% in Hungary (the lowest percentage) to 34% in Portugal. In Slovenia, 27% of drivers reported having driven under the influence of alcohol in the last month, which is above the average of around 20%. In nearly all countries, respondents expressed support for stricter rules and legislation on drink-driving.

ILLEGAL DRUGS AND MEDICATION

Drivers suspected of drink-driving are often also under the influence of drugs or narcotics. Cannabis was the most commonly detected drug in almost all studies, but cannabis use in combination with alcohol or various other drugs is also common.

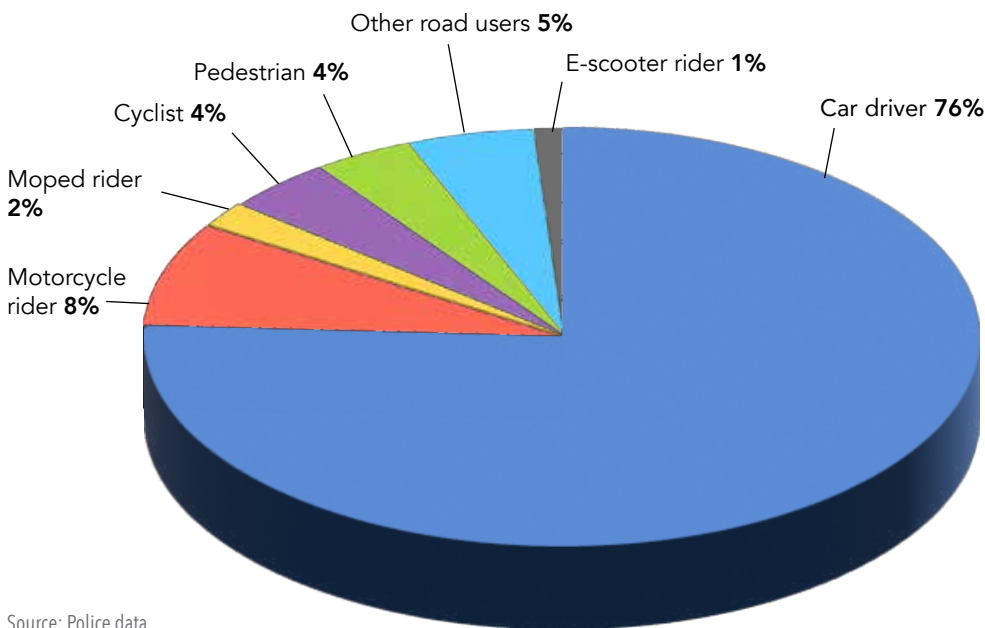
In the 2013–2022 period, the average percentage of drug-related road crashes resulting in deaths was 8.7%, and 2.9% for those resulting in serious injuries. During this period, 91 people died and 238 were seriously injured in road crashes caused by drugs.

Chart 25: Percentage of deaths and serious injuries caused by offenders driving under the influence of drugs and other psychoactive substances 2013–2022



Source: Police data

Chart 26: Percentage of fatal road crashes related to drugs by type of road user 2013–2022



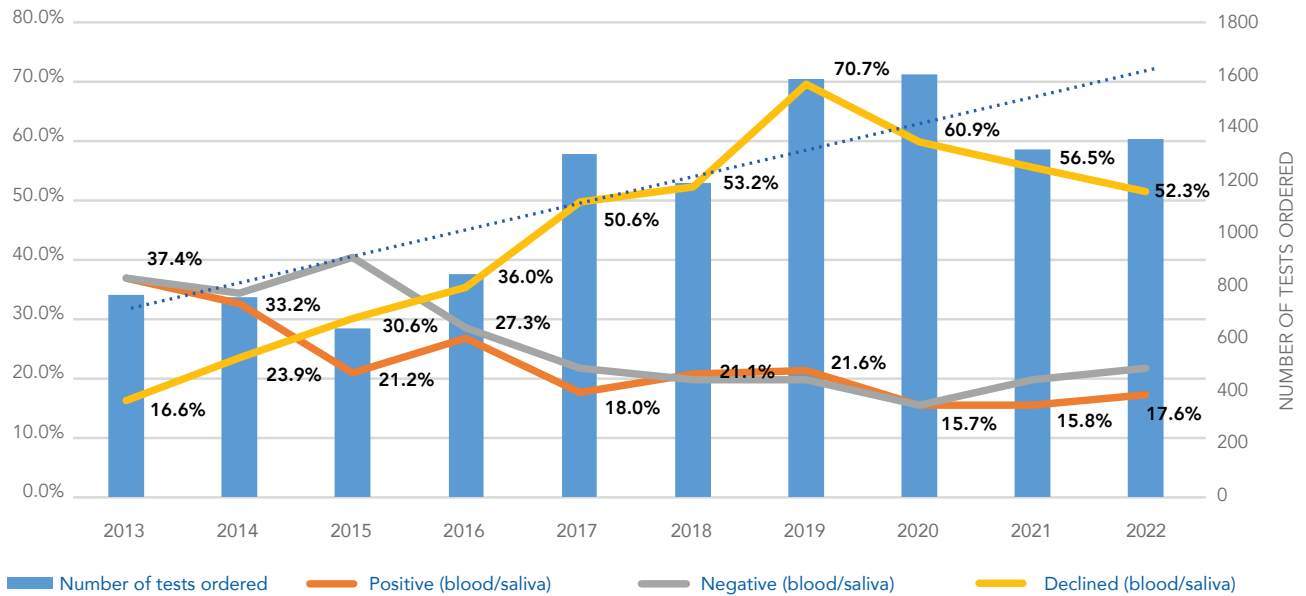
Source: Police data

With regard to the type of road user, car drivers were responsible for the largest percentage of drug-related road crashes resulting in deaths in 2013–2022 (76%), followed by motorcycle and moped drivers (a total of 10%), and cyclists and pedestrians (4% each).

In terms of age groups, the highest number of offenders driving under the influence of drugs are aged 25–45, while the highest number of fatal road crashes are caused by offenders aged 18–45. A very low number of road crashes are caused by adolescents. There is also a decline in older age groups.

According to police data, a total of more than 11,000 drug tests were carried out between 2013 and 2022, with an average of around 900 per year. In 2017, a significant leap was made from around 800 tests ordered annually to more than 1,200 drug tests per year.

Chart 27: Number of drug tests ordered and percentages by result 2013-2022



Source: Police data

Looking at the different types of illegal drugs, based on the results of tests, the highest percentage of road users tested positive for cocaine (20%), followed by cannabinoids (19%), benzodiazepines (11%) and, to a lesser degree, amphetamines, methadone and other opiates (7% each). The total percentage of various other drugs is also high, amounting to 28%.

Psychoactive substances that can significantly increase the risk of a car crash include medications. Police data on the number of tests ordered shows that the number of such tests is extremely low, with a total of 608 in the 2013–2022 period, around half of which relate to road crashes. Opioids, which include painkillers, opiates, etc., account for the largest percentage (13%) of the medications detected. These are followed by antidepressants (7%) and hypnotics and sedatives (4%), which include sleeping pills and tranquilisers. More than two thirds are various types of medication.

DISTRACTION - USE OF MOBILE PHONES AND OTHER DEVICES

When using distractors while driving, cycling or walking, the user's attention is reduced in the following areas of perception:

- vision (the gaze is directed at the screen),
- body (hands are not on the steering wheel or handlebars), and
- mind (thought processes are directed towards the device).

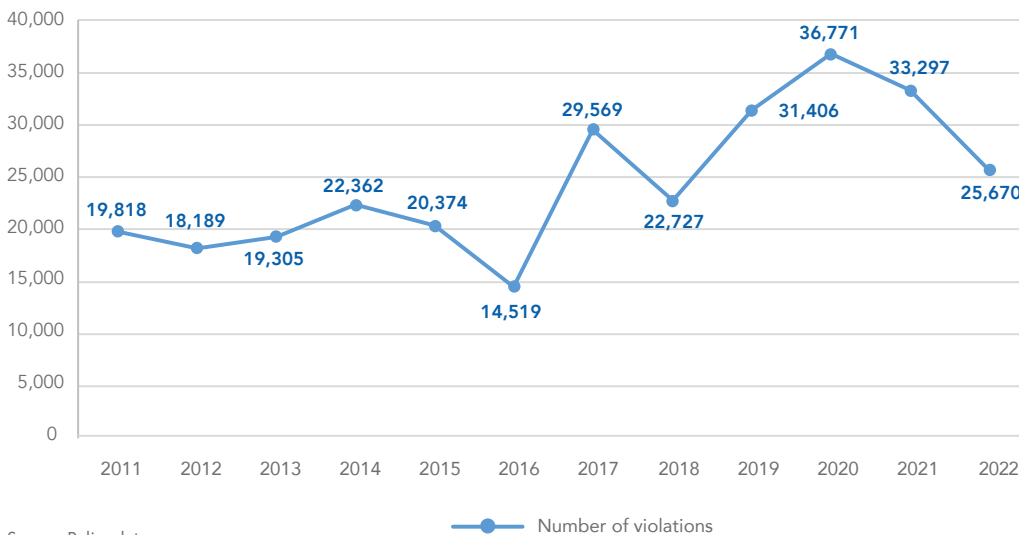
Using a mobile phone or other devices while driving or walking significantly reduces the driver's or pedestrian's concentration and ability to focus on what is happening on and around the road. A driver or pedestrian may overlook key information from the environment, increasing the risk of a road crash by 4 to 23 times, according to various international studies. This puts ourselves and others at risk, and it only takes a small mistake to cause a crash.

Article 35 of the Road Traffic Rules Act (Official Gazette of the Republic of Slovenia [*Uradni list RS*], Nos. 156/21 – official consolidated version and 161/21 – Corrigendum; hereinafter: the ZPrCP) provides that drivers and driving instructors shall not use equipment or devices in such a manner as to reduce their auditory or visual perception or ability to control a vehicle during driving (mask, headphones, telephone and so forth).

By category of road user, car drivers have dominated for many years, accounting for almost two thirds of violations (60.2%), followed by lorry drivers, who accounted for just under a quarter (24.2%), and cyclists, with 3.5%, a third more than in 2021. Violations by e-scooter riders are on the rise, with 35 last year and only 9 in 2021.

The 35–44 age group stands out among offenders, accounting for almost a third of all violations (30%), followed by 45–54 year-olds with 23.2% and 25–34 year-olds with 22.8%. The age groups with the lowest number of violations are under 18, 18–24 and over 65.

Chart 28: Number of identified violations of article 35 of the Road Traffic Rules Act 2011-2022



TRAFFIC EDUCATION, SUSTAINABLE MOBILITY AND LIFELONG LEARNING

Education at all stages of life is the cornerstone of a comprehensive approach to road safety. It is crucial to view road safety education as a lifelong learning process that will contribute to the development of appropriate attitudes towards individual safety factors and appropriate behaviour in traffic.

Traffic education, sustainable mobility and continuing education are vital components of lifelong learning, enabling us to develop and improve our skills and knowl-

edge about safe and responsible behaviour in traffic. Traffic education teaches us to behave correctly in different traffic situations, to develop skills and to be aware of the dangers that can be caused by inappropriate behaviour in traffic. In addition, traffic education and training develops important views on and attitudes towards safe behaviour, compliance with traffic rules, safety values and the broader concept of traffic culture, tolerance towards vulnerable users, concern for the environment and sustainable development.

Traffic education and training starts in childhood, when children learn basic traffic rules and habits such as crossing the road at a pedestrian crossing, wearing safety gear when cycling or riding a scooter, and observing traffic signals. Over time, these skills and knowledge are upgraded and broadened with new information and experience. Although the vast majority of European countries have signed the UN-ECE (United Nations Economic Commission for Europe) Road Safety Convention and thus committed to providing road safety education in schools at all levels, a review of road safety and mobility education in Europe shows that this commitment is not always met in practice.

Road safety education is aimed particularly at pre-school and primary school children. Only 19% of EU Member States still focus on road safety education for children and adolescents in secondary school. In addition, the review shows that road safety and mobility education in secondary education is generally rarely addressed in the countries where it is provided. As road deaths rise sharply after the age of 13, children and adolescents in secondary schools could benefit from structural road safety education.

In adulthood, traffic education and training are also important for creating a safe traffic culture, as traffic laws and regulations change, modes of transport evolve, and traffic culture and social norms change. Regular education and adaptation to these changes allow us to stay safe on the road while contributing to the safety of other road users.

It is therefore important to integrate traffic education into lifelong learning, as it allows us to develop and improve our knowledge and skills in road safety, while at the same time making us more responsible and aware road users.

The aims of traffic education may vary depending on the level of education and the age of the participants. The following are some of the main aims of traffic education across the education vertical.

- Pre-school education: The main aim of traffic education at pre-school age is to develop awareness of traffic and traffic situations and to acquire the basic skills to safely participate in traffic. Children learn how to behave properly on the road, recognise traffic signs, cross the road at a pedestrian crossing and use protective gear.
- Primary education: In primary school, the aims of traffic education are broadened and upgraded. Pupils learn more complex rules and skills for safe behaviour in traffic, such as riding a bike or a moped, using public transport, recognising road hazards, correct seat belt and seat use, and group riding skills. The aim is to develop basic skills for safe and responsible participation in traffic.
- Secondary education: In secondary school, the aims of traffic education are developed further. Students learn about more complex traffic situations such as

driving in difficult weather conditions, driving at night and over long distances, as well as safe and responsible use of the car, including roadworthiness and use of the breathalyser.

- Tertiary education: The main aim of traffic education at tertiary level is to raise and develop awareness of the importance of safe and sustainable mobility. Students learn about the environmental impact of transport, different forms of public transport, safe and sustainable car use, different forms of alternative mobility such as cycling and walking, and the importance of strategic transport planning for sustainable development.

The overall aim of traffic education at all levels of education is to ensure safe and responsible participation in traffic and to reduce the number of road crashes and their consequences.

Traffic education is also important for the working population, as most adults are involved in traffic on a daily basis, whether as drivers, public transport passengers, cyclists or pedestrians. The aim of transport education for the working population is to focus on promoting safe and sustainable mobility and raising awareness of the importance of the positive impacts of mobility on health, the environment and society.

Examples of traffic education aims for the working population:

- Encouraging the use of public transport, cycling and walking for daily needs and commuting.
- Raising awareness of the importance of safe and responsible driving, including compliance with regulations and skills for driving in different situations.
- Promoting the use of alternative forms of mobility, such as carpooling, ride-sharing and the use of electric vehicles.



- Promoting sustainable mobility in companies, including campaigns and events to promote safe and sustainable mobility.
- Highlighting the health and well-being benefits of walking, cycling and using public transport.
- Fostering awareness of the environmental and climate impacts of transport and the importance of sustainable mobility for sustainable development.

The aim of traffic education for the working population is therefore to promote sustainable and safe mobility and accessibility and to develop awareness of the importance of sustainable development in transport.

Older road users have special needs and challenges as their physical and cognitive abilities change with age. Traffic education for older road users should focus on developing skills that will help them stay safe in traffic and on promoting sustainable mobility that will contribute to their health and well-being.

Examples of traffic education aims for older road users:

- Promoting awareness of the physical and cognitive changes that occur with age and their impact on road safety.
- Developing safe walking skills, including awareness of pavement safety, road crossing and using walking aids such as walking sticks.
- Developing skills for safe driving, including awareness of one's abilities, following the regulations and driving in different weather and traffic conditions.
- Encouraging the use of public transport, cycling and walking for everyday needs such as shopping, doctor's appointments and family visits.
- Raising awareness of the importance of safe and responsible driving, including compliance with regulations and skills for driving in different conditions.
- Highlighting the health and well-being benefits of walking, cycling and using public transport.
- Promoting the use of alternative forms of mobility, such as carpooling, ride-sharing and the use of electric vehicles.
- Fostering awareness of the environmental and climate impacts of transport and the importance of sustainable mobility for sustainable development.

The aim of traffic education for older road users is therefore to promote safe and sustainable mobility and to develop awareness of the importance of health and well-being in this age group.

Specific measures for traffic education and lifelong learning can vary depending on the target group, the transport environment and other factors. In general, traffic education and lifelong learning measures should be accessible and inclusive for all target groups.

The following are some examples of measures that could be part of traffic education and lifelong learning:

- Cooperating with schools, local communities and organisations at the local level: building cooperation with local communities such as schools, kindergartens, public institutions, health centres and NGOs to promote sustainable mobility and road safety.
- Introducing additional modules on road safety and sustainable mobility in edu-

cation programmes at all levels of education, from kindergartens to universities. These modules should be tailored to the age group of the students and should include a variety of learning methods such as role-playing, discussions and practical exercises.

- Courses and workshops: organising courses and workshops for different age groups for participants to become familiar with different aspects of road safety and to gain practical experience in the field. Some examples of courses and workshops: cycling courses for children, safe driving courses for young drivers, safe walking courses for older road users.
- Campaigns and awareness-raising: organising campaigns and other events to raise awareness of the importance of road safety and sustainable mobility through various communication channels, such as posters, leaflets and radio advertisements.
- Using newer methods and forms of traffic education: exploiting the potential of new technologies such as simulations, games and apps that allow participants to gain practical experience and knowledge about road safety in an innovative and engaging way.
- Promoting the use of new technologies such as mobile apps, online platforms and social networks to educate about road safety and sustainable mobility. For example, apps for drivers could warn of road hazards, and apps for pedestrians could offer suggestions on how to cross the road safely.
- Training professionals: providing education and training for professionals such as teachers, police officers and driving instructors to enable them to pass on road safety knowledge and skills to their students and other road users.
- Promoting cooperation between countries and international organisations to exchange best practices and experiences in the field of traffic education and sustainable mobility and to develop common standards and guidelines.



MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
AMENDMENTS TO REGULATIONS	<ul style="list-style-type: none"> • Simplifying the management of minor offences detected by technical means and automating the enforcement of penalty points, tightening the legislation in relation to repeat offenders, examining the appropriateness of the current restriction on chaining deferrals of the enforcement of driving licence revocation and possible tightening of conditions 	MZI, MZ, Ministry of Justice, Ministry of Finance, MNZ, Police, STSA, SIA, IRSI	I., II., III.
	<ul style="list-style-type: none"> • Examining the possibility of raising the recourse claim for causing a serious road crash due to alcohol or drugs from EUR 13,560 to EUR 130,000 		I., II., III.
	<ul style="list-style-type: none"> • Systematic and effective regulation of the penal policy, from minor offences to criminal offences, using modern penological procedures 		I., II., III.
	<ul style="list-style-type: none"> • Lowering the blood alcohol concentration limits (establishing a consensus on a single limit of 0.0) 		I., II., III.
	<ul style="list-style-type: none"> • Examining the possibility of implementing additional measures (introducing alcohol interlocks as an administrative measure) and amending the regulations accordingly 		I., II., III.
	<ul style="list-style-type: none"> • Examining the possibility of standardising the criteria for the establishment of 30 km/h speed limit zones in residential neighbourhoods and around schools, kindergartens and playgrounds 		I., II., III.
	<ul style="list-style-type: none"> • Examining the adequacy of existing maximum vehicle speed limits in terms of their impact on safety and traffic flow 		I., II., III.
	<ul style="list-style-type: none"> • Examining the possibility of introducing a compulsory deduction of 1% of compulsory motor insurance premiums for the implementation of road safety measures 		I., II., III.
	<ul style="list-style-type: none"> • Considering a change to the standardisation of serious injuries (comparability with the EU) 		I., II., III.
	<ul style="list-style-type: none"> • Drafting amendments to the law governing road traffic rules as regards the creation of an emergency corridor in the event of congestion (introducing fines for driving in the emergency corridor, increasing fines for failure to create an emergency corridor, simplifying the procedures for penalising offenders, simplifying reporting by intervention services) 		I., II., III.

Measures	Activities	Institutions responsible*	Period
REGU-LATORY OVERSIGHT, INSPEC-TIONS AND POLICE CONTROL	<ul style="list-style-type: none"> Examining the feasibility of introducing modern forms of road user supervision (number plate recognition systems for the effective detection of unregistered or expired vehicles used by persons without a valid driving licence or linked to criminal offences, the use of drones for the detection of minor offences) 	MZI, STSA, MZ, Ministry of Justice, MNZ, Police, local community, IRSI	I., II., III.
	<ul style="list-style-type: none"> Examining the feasibility of introducing systems that detect the use of mobile phones while driving 		I., II., III.
	<ul style="list-style-type: none"> Continuous supervision of drivers and vehicles transporting children 		I., II., III.
	<ul style="list-style-type: none"> Considering the introduction of compulsory alcohol interlocks on PPT vehicles 		I., II., III.
	<ul style="list-style-type: none"> The Traffic Information Centre for Public Roads should examine the possibility of establishing or harmonising common records, cooperation between health and road safety authorities on the conditions for excluding road users from traffic due to health limitations (e.g. dementia) 		I., II., III.
	<ul style="list-style-type: none"> Increasing supervision by increasing the number of in-traffic drug tests with drug indicators that test for the presence of several types of illegal drugs at the same time, with the aim of doubling the number of rapid drug tests carried out within five years 		I., II., III.
	<ul style="list-style-type: none"> Analysing rehabilitation programmes for drivers driving under the influence of alcohol or drugs and, on the basis of analysis findings, adjusting the content of rehabilitation programmes and referral standards 		I., II., III.
	<ul style="list-style-type: none"> Carrying out supervision of medical examination providers and making recommendations on the tests carried out and the relevant examination 		I., II., III.



Measures	Activities	Institutions responsible*	Period
DRIVING TESTS AND DRIVING LICENCES	<ul style="list-style-type: none"> • Adequate training and testing of driver candidates in driving schools, keeping pace with technological advances and in-vehicle assistance systems 	MZI, Ministry of Justice, STSA, MNZ, Police, MVI	I., II., III.
	<ul style="list-style-type: none"> • Considering the possibility of carrying out a combined practical part of the training in a vehicle with automatic transmission (for example an electric vehicle) and a vehicle with manual transmission without entering a code on the driving licence 		I., II., III.
	<ul style="list-style-type: none"> • Setting additional requirements for the renewal of driving licences: introducing regular periodic retraining on road traffic regulations for motor vehicle drivers (without a final test and with additional benefits for participants) 		I., II., III.
	<ul style="list-style-type: none"> • Examining additional requirements for the renewal of driving licences in terms of first aid 		I., II., III.
	<ul style="list-style-type: none"> • Examining the system for dealing with recidivists 		I., II., III.



Measures	Activities	Institutions responsible*	Period
EDUCATION, TRAINING, PREVENTION ACTIVITIES	<ul style="list-style-type: none"> • Introducing lifelong learning in the field of road safety and strengthening road safety culture 	STSA, MZI, MZ, MNZ, Police, SPV, MOPE, MVI, NGOs, DARS and DRSI	I., II., III.
	<ul style="list-style-type: none"> • Conducting periodic surveys on road safety and introducing additional measures based on the findings 		I., II., III.
	<ul style="list-style-type: none"> • Raising awareness of the harmful consequences of risky behaviour in road traffic 		I., II., III.
	<ul style="list-style-type: none"> • Developing new preventive measures to prevent deviant behaviour by road users 		I., II., III.
	<ul style="list-style-type: none"> • Specific, targeted and long-term prevention campaigns to ban the use of phones and other devices while driving, drink-driving, drug-driving, speeding, e-scooter safety, campaigns aimed at the use of protective gear (seat belts, helmets, etc.) and other protection systems 		I., II., III.
	<ul style="list-style-type: none"> • Carrying out preventive education workshops and promotional activities related to modern vehicles and new developments in assistance systems 		I., II., III.
	<ul style="list-style-type: none"> • Introducing preventive traffic education and sustainable mobility programmes into the compulsory and extended curricula in primary schools, the kindergarten curriculum and optional subjects and other activities in secondary schools 		I., II., III.
	<ul style="list-style-type: none"> • Reforming curriculums and the extended programme in primary and secondary schools and reforming kindergarten curriculums, with the objectives of safe sustainable mobility 		I., II., III.
	<ul style="list-style-type: none"> • Training pupils to ride a bike, pass a cycling test and learn about sustainable mobility 		I., II., III.
	<ul style="list-style-type: none"> • Increasing preventive measures and information on the effects of dangerous psychoactive drugs and medication on driving and participation in traffic 		I., II., III.
<ul style="list-style-type: none"> • Media and other activities to raise awareness and provide information on the risks of participating in traffic while under the influence of psychoactive substances 	I., II., III.		
<ul style="list-style-type: none"> • Awareness-raising (e.g. larger information panels (modelled on safety distance panels) should be placed at entry points and strategically important locations in the country, calling attention to the importance of the emergency corridor not only in the event of congestion caused by a road crash, but in any congestion) 	I., II., II		

* Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
Number of road crashes resulting in deaths and serious injuries	Police and STSA	902	450	annually	five-year moving averages
Number of road crashes resulting in deaths under 15 years of age	Police	1	0	annually	
Number of road crashes resulting in deaths in settlements	Police	20	10	annually	
Number of violations identified in road traffic controls that are the leading causes of road crashes	Police	180.937	variable	annually	The Police will adjust control priorities according to analyses of the road safety situation
Number of prevention schemes implemented for the working population	STSA	0	2	annually	

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in periodic action plans.

3.6.1.5 POST-CRASH RESPONSE AND REHABILITATION

MAIN TARGET: ENSURING AN EFFICIENT POST-CRASH RESPONSE

An appropriate response after a road crash is an essential component of an effective road safety policy. A one-minute delay can mean the difference between life and death. About 50% of road crash victims die within minutes at the scene or during transport and before reaching hospital. 15% of patients brought to hospital die within the first four hours of the crash, and 35% after four hours, making it all the more important to put in place an integrated system, such as immediate response of those nearby, stabilisation of the injured person, adequate transport to a health facility and priority care for triage patients. The next phase is rehabilitation services and support for the injured and their families, carers and relatives of the deceased.

But the post-crash response is not just about first aid, hospital admission, rehabilitation and social reintegration. To complete the circle, the crash must be thoroughly investigated and measures put in place to prevent similar crashes, together with criminal and civil procedures where necessary. The effectiveness of such a chain depends on the strength of each link.

Figure 10: The chain of activities involved in the post-crash response



Source: Infographics STSA

MEDICAL CARE OF THE INJURED

In Slovenia, the emergency network consists of ten regional hospitals, the emergency centre of the Ljubljana University Medical Centre and the emergency centre of Ptuj General Hospital. These enable users to receive faster and more efficient medical treatment in the field, delivered by mobile units, with significantly improved diagnostic and therapeutic treatment options. With increased accessibility for users, the professionalisation of emergency medical assistance (hereinafter: EMA) is also increasing.

EYEWITNESS RESPONSE

Research has shown that, despite growing needs for first aid, people often fail to provide it for a variety of reasons. The most common reasons for individuals not performing first aid (especially chest compressions and artificial ventilation) are panic and stress reaction to the event, fear of performing it incorrectly and injuring the person, or feeling uncomfortable during resuscitation because of the patient's condition. Failure to act can result in various medical complications for the injured or, in extreme cases, even death.

What is most important and probably most needed is the consideration of an educational reform that would provide first aid training at all levels of education, with the aim of creating a new, informed society.

CALL CENTRE FIRST AID

The EMA aims to follow the concept of the so-called "golden hour" when rescuing injured people. This means that people involved in a serious road crash are brought to their final care within one hour.

The scene of the crash should be reached as soon as possible, providing the appropriate EMA to the injured person and transferring them to the appropriate hospital in the shortest possible time. For this reason, the EMA system in Slovenia has prescribed time standards: one minute for receiving a call and determining the level of urgency, one minute for selecting, activating and sending out an EMA team to an intervention, and a 15-minute average access time for all emergencies (the call reception time and the departure time are part of the access time and represent the reaction interval). The prescribed times are only partially met for road crashes. In 2022, the average response interval was 3 minutes and 20 seconds, the average access time 15 minutes and 35 seconds and the average total intervention time 1 hour and 45 seconds (i.e. the time from receiving the call to handing over the injured person at the hospital).

Optimising and digitalising the work processes of all stakeholders involved in road crash interventions (data exchange in e-form), using first responders (lay and certified) and optimising the EMA network can effectively and in the long term reduce the above-mentioned times, contributing to the realisation of the "golden hour" concept.

EMERGENCY MEDICAL ASSISTANCE

Data for 2021 show that 2730 patients injured in traffic were treated in the field by EMA units, which is 2.5% of all treatments in the field.

Comparative data for the first half of 2021 (1,103 cases) and the first half of 2022 (1,378 cases) shows that the number of cases of road crash injuries increased by almost a quarter.

In helicopter rescue, the Brnik and Maribor units performed a total of 456 helicopter emergency medical transports in 2021, of which 39 were for persons injured in

traffic. Here too, there is an increased need for helicopter care for seriously injured people, with 23 people treated for road crash injuries in the first half of 2022 and 16 in the first half of 2021.

Table 2: Number of incidents requiring intervention by helicopter rescue units by year

	Number of incidents requiring intervention by helicopter rescue units by year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
+	NATURAL DISASTERS	0	0	0	0	0	1	0	0	1	4
+	OTHER DISASTERS	323	332	407	420	599	718	711	604	656	517
-	ROAD TRAFFIC CRASHES	16	16	20	24	46	25	39	20	36	36
+	ROAD CRASHES	14	16	20	22	46	25	38	20	36	35

Source: <https://spin3.sos112.si/javno/porocilo/pregleduporabehelikopterjev>, 22. 5. 2024

The response times of EMA units are not recorded separately for road crashes, but for all EMA interventions. According to the Health Dispatch Service, which currently covers the activation of units for 50% of the country's population, the average response time of EMA units for 2021 was 16 minutes.

The EMA responds to a call (from eyewitnesses, those involved in the crash, police, etc.), which is transferred by the operator of the regional information centre to the competent dispatch centre or local EMA unit. The care needed to stabilise the injured or prevent their condition from deteriorating starts in the field.

HOSPITAL TREATMENT AND REHABILITATION

Injured people are taken to hospital emergency centres, where they undergo a full diagnostic workup (X-rays, computed tomography, magnetic resonance imaging and other tests) and, based on the findings, a treatment plan is drawn up, including possible surgery, physiotherapy, psychological support, etc.

Patients with severe injuries are already included in an early rehabilitation programme during their treatment in the surgical wards of acute care hospitals.

Victims of road crashes should be treated with the same priority as victims of crime and violence.

In cases of death or serious injury, it is important that a thorough investigation is carried out to establish the causes as soon as possible, just as in other crimes.

HELP FOR ROAD CRASH VICTIMS AND THEIR FAMILIES

Road crashes resulting in death or serious injury (category III and IV road crashes according to the ZPrCP) radically change the daily life of the victim of a road crash and their immediate family members. This is followed by a lengthy court process in which the victim is confronted with an irresponsible perpetrator, making it impossible for the victim and his or her family to get their lives back to normal.

In addition to psychosocial support, it is also important to provide legal, financial and practical support to road crash victims.

The integrated approach covers three target groups:

- 1) individuals who have suffered injuries in a road crash or crash,
- 2) the relatives of people injured or killed in road crashes or crashes,
- 3) the people responsible for road crashes or crashes.

These include information and awareness-raising programmes and services, psychosocial support, counselling and therapy.

In Slovenia, there are various preventive and curative support programmes developed and implemented by various organisations, societies and professional associations to help victims overcome the hardships and difficulties resulting from a road crash.

Psychosocial support for road crash victims is extremely important, as such crashes can cause serious injuries and death, as well as psychological and emotional trauma. Road crash victims can face many challenges, such as fear, anxiety, depression, post-traumatic stress disorder and difficulties adapting to the changed circumstances.



MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
<p>WORK PROCESS OPTIMISATION AND DIGITALISATION OF ALL STAKEHOLDERS INVOLVED IN ROAD CRASH INTERVENTIONS</p> <p>INCLUSION OF FIRST RESPONDERS (in the protection and rescue system and the EMA)</p> <p>OPTIMISATION OF THE EMA NETWORK, INCLUDING HELICOPTER RESCUES</p>	<ul style="list-style-type: none"> • Reforming the EMA system 	<p>MZ, MSP, Ministry of Digital Transformation, URSZR, STSA, Expert Centre for First Aid, Ministry of Justice, local communities, MVI, NGOs</p>	I., II.
	<ul style="list-style-type: none"> • Training first responders (encouraging lay people to get involved) 		I., II., III.
	<ul style="list-style-type: none"> • Implementing the "golden hour" concept 		I., II.
	<ul style="list-style-type: none"> • Setting up a system for the electronic exchange of call centre emergency information 		I., II., III.
	<ul style="list-style-type: none"> • Establishing supervision of all providers of first-aid training for motor vehicle driver candidates 		I., II.
	<ul style="list-style-type: none"> • Horizontal and vertical first aid training 		I., II., III.
	<ul style="list-style-type: none"> • Considering the introduction of periodic first aid training courses for motor vehicle drivers 		I., II.
	<ul style="list-style-type: none"> • Considering the obligation to take a first aid course in the event of a retake of the driving test or a suspension of the driving licence 		I., II., III.
	<ul style="list-style-type: none"> • Examining the possibility of giving providers of driver medical examinations access to records of past medical certificates and offences 		I., II., III.
	<ul style="list-style-type: none"> • Updating the relevant regulations 		I., II., III.
	<ul style="list-style-type: none"> • Integrating medical and occupational rehabilitation 		I., II., III.
	<ul style="list-style-type: none"> • Long-term care for people who are unable to live independently after rehabilitation (for persons under 65 years of age) 		I., II., III.
	<ul style="list-style-type: none"> • Expanding the psychosocial support network 		I., II., III.

* Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
Percentage of interventions fulfilling the "golden hour" concept	MZ	to be determined	to be determined	semi-annually	establishing monitoring
Percentage of interventions with a favourable outcome (zero deaths)	MZ	to be determined	to be determined		establishing monitoring
Required EMA team departure time	MZ	more than three minutes	two minutes in 90% of cases	annually	
Number of EMA units with first responders trained in the basic and refresher programmes in the EMA system	MZ	to be determined			establishing monitoring

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in periodic action plans.

3.6.2 NATIONAL PILLARS

3.6.2.1 NEW FORMS OF MOBILITY

MAIN TARGET: SYSTEMATIC AND SAFE INTEGRATION OF NEW FORMS OF MOBILITY INTO TRANSPORT

Since 2017, the world of urban mobility has evolved significantly. A major change has been triggered by the introduction of new light electric vehicles in sustainable urban transport. The most obvious consequence of this new trend was the expansion of shared micromobility services of short-term rental, particularly of electric scooters (e-scooters).

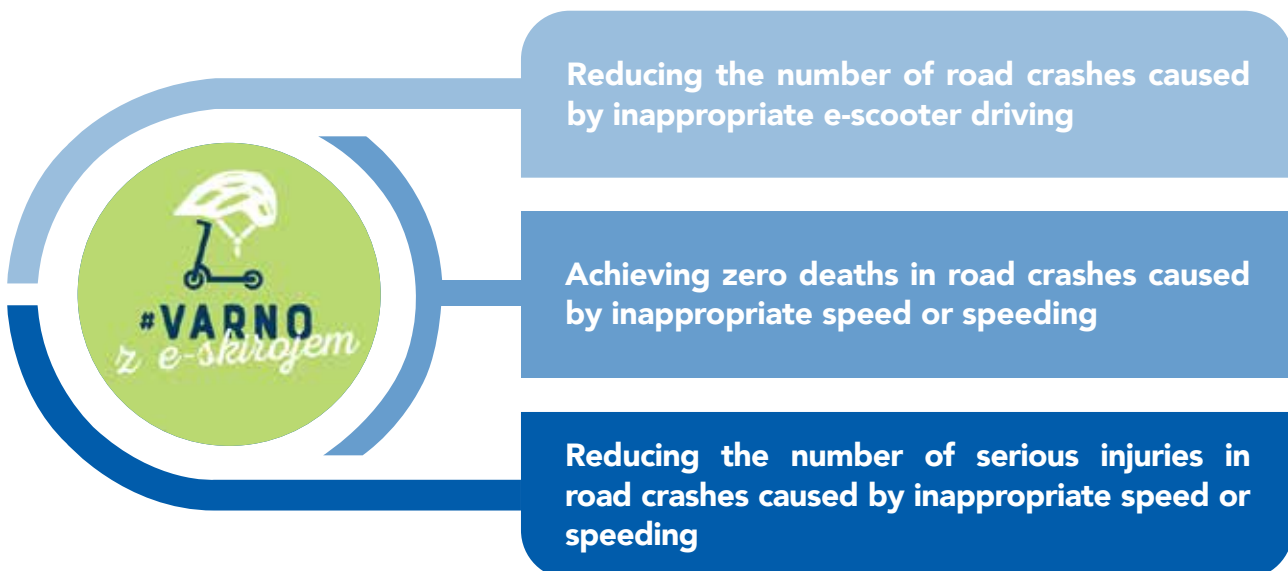
Micromobility is the fastest growing form of mobility, which reduces environmental impact and is changing the use of urban space and mobility costs.

This form of mobility is very promising for large cities with heavy traffic, not only as a way to ease congestions and reduce greenhouse gas emissions, but also as a simple way of travelling around the city over short distances and covering the "last mile", as defined in Article 3, paragraph one, point 30 of the ZCPN.

The growing popularity of e-scooters has highlighted the lack of legislative frameworks for using and taking advantage of emerging mobility modes. This resulted in an urgent need for local and state regulations and market organisation, as well as the maintenance of public spaces. In recent years, this has led to extensive changes in state regulations.

In 2021, Slovenia legislated on new means of transport, including electric scooters. The Act Amending the Road Traffic Rules Act (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No. 123/21) classifies e-scooters as light motor vehicles with a design speed of no more than 25 km/h and a width of no more than 80 cm, which are exempted from the scope of Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel motor vehicles and quadricycles (OJ L 60, 2 March 2013, p. 52).

Figure 11: National objectives of e-scooter driver safety



Source: Infographics STSA

CRASHES, THEIR CAUSES AND CONSEQUENCES

For many years, data has shown that e-scooters are not the safest means of transport. Road crashes involving e-scooters are on the rise and most often caused by the e-scooter riders themselves. This percentage is even rising, with e-scooter riders being responsible for 61% of all road crashes in 2021 and 66% in 2022. From September 2019, when the police started keeping statistics, until the end of 2022, i.e. in three years, there have been more than 430 crashes involving e-scooter riders on Slovenian roads. The majority of crashes, almost 87%, occur in settlements. Speeding is the predominant cause (accounting for a third of such crashes), but wrong side or direction of travel and failure to observe the right of way are also common. Most of the offenders were aged 18–44 years, but worryingly, seven offenders were aged under 14 years and 15 offenders were aged under 17 years. Recently, the European Transport Safety Council has proposed a minimum age for e-scooter riders of 16 years or a limit in line with the age for driving a moped. We need to be aware that an e-scooter can be a motor vehicle, not a toy.

Overall, it is difficult to get a comprehensive picture of the number of crashes involving electric vehicles (light motor vehicles), as in many countries this category of vehicles does not yet exist in official police records, or has only been included for a short period of time.

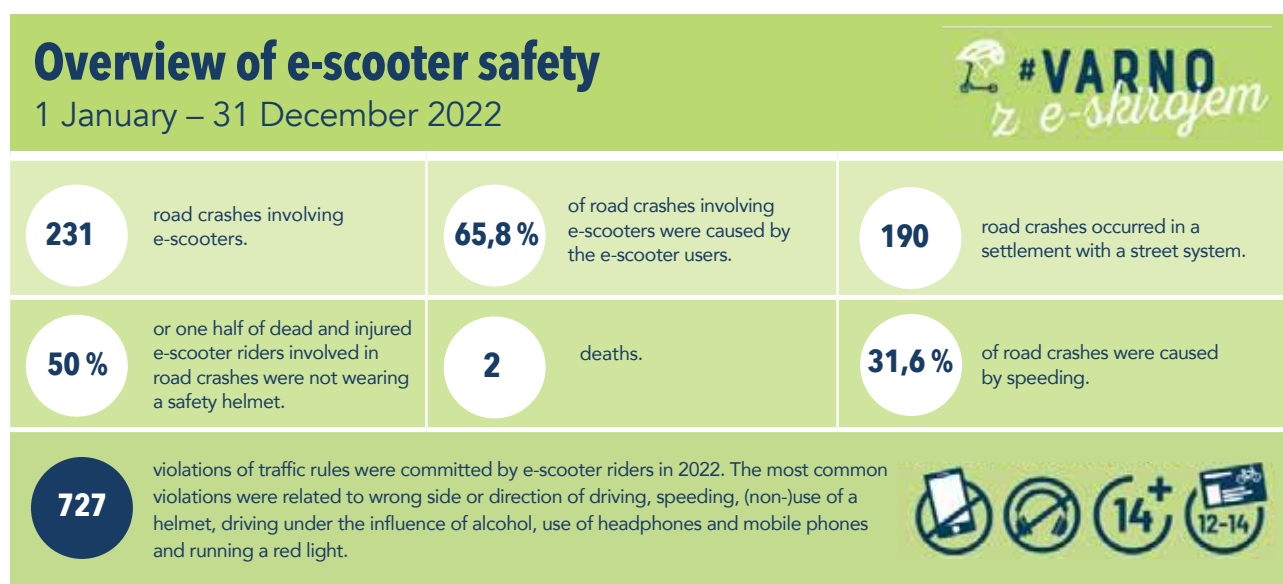
Since the introduction of electric scooters in Slovenia, there has been an increase in the number of injuries to road users in road crashes and incidents. Particularly surprising are serious injuries more comparable to those caused by crashes involving moped and motorcycle riders. These included life-threatening and fatal injuries. The main problem is that riders are not aware of the speed an e-scooter develops, many still perceiving it as a conventional scooter. The speed of a foot-powered scooter is around 10 km/h and that of an e-scooter is at least 20 km/h, which makes it significantly different from a conventional scooter when stopping and dismounting from a stopping vehicle. Each doubling of speed means a fourfold increase in the energy that must be absorbed by the body in the event of a fall or collision.

In Slovenia, the highest number of light motor vehicle users are injured in crashes with electric scooters, followed by collisions with e-skateboards and electric-powered bicycles. A large proportion of those injured arrive at the emergency room alone and stay there for only a few hours.

The most common injuries are minor, i.e. external injuries, but also include injuries to the upper and lower limbs. Most patients are injured as a result of a fall. Deaths from e-scooter collisions are few, but a significant proportion of those injured require surgery or even end up in intensive care.

Head injuries are by far the most common injury in e-scooter collisions, but records often also show fractures of the lower and upper limbs, soft tissue injuries (such as abrasions and bruises), and injuries and fractures to the face and neck.

Figure 12: Overview of e-scooter safety in 2022



Source: Police data

From 2019 to 31 December 2022, police found 1,069 road traffic offences among e-scooter riders, most commonly for wrong side or direction, speeding, alcohol, using a mobile phone and other devices while riding, and not wearing a helmet for riders aged 18 or younger. In 2022, 727 violations were committed by e-scooter riders, an increase of 294% compared to 2021. The offender age groups of 24–34 years, 34–44 years, 44–54 years and 18–24 years stand out. 16 traffic offences were detected in 2019, 79 in 2020, 247 in 2021, 727 in 2022 and 167 this year up until 20 April.

INFRASTRUCTURE

Developing a safe micromobility network is essential, as it has a positive effect on the safety of all road users, including pedestrians. It is therefore important to strive to create a safe network by amending regulations on vehicle and road infrastructure safety.

Many e-scooter injuries are the result of falls due to inappropriately designed road infrastructure or violations of the ZPrCP, as the user assesses it is safer to drive along the main road than a bicycle lane in a given moment (due to road damage or gravel on the ground).

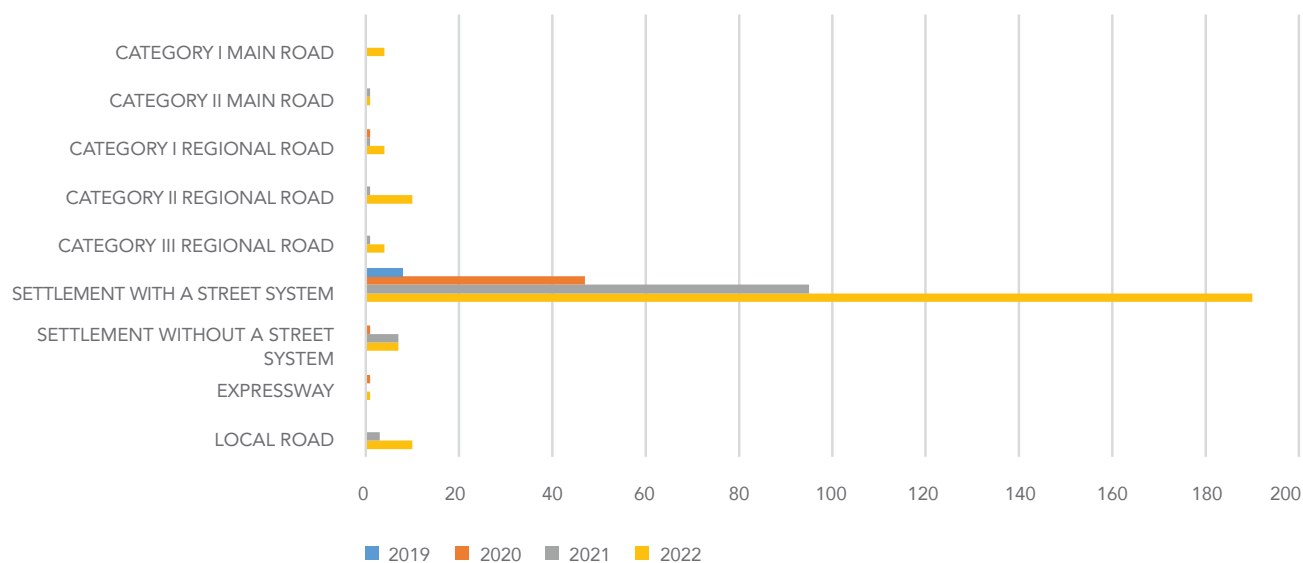
Road surfaces should be improved through new design and maintenance, and road infrastructure design should separate the cycle network from streets or lanes used by other vehicles. Heavy goods vehicles and buses are known to damage the road surface and thus decrease the safety of weaker road users. Control authorities should cumulatively monitor:

- the cause of a crash involving a light motor vehicle resulting in injury;
- the adequacy of the road infrastructure at the time of the crash (whether the road surface was damaged, inadequately repaired); and
- whether the rider of the light motor vehicle was driving in accordance with the ZPrCP.

Many methods can be used separately or in combination, including video analysis, speedometer data and direct user feedback.

There is also a lot of public debate about parking e-scooters and e-bikes on pavements and other inappropriate areas such as lawns, footpaths, etc. (especially for rented e-scooters and e-bikes). It is important to consider the creation of parking areas that allow users to park safely without obstructing other road users.

Chart 29: Number of road crashes involving e-scooters by road type 2019-2022



Source: Police data

EXAMINING AND ESTABLISHING APPROPRIATE TRAFFIC EDUCATION CONCERNING E-SCOOTERS IN PRIMARY SCHOOLS

Article 55, paragraph five of the Drivers Act (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No. 92/22 – official consolidated version and 153/22; hereinafter: the ZVoz-1) provides that motor vehicles and mopeds with a design speed not exceeding 25 km/h may be used by children from 12 to 14 years of age who carry on them a valid cycling card, and by persons older than 14 years.

Statistics show that the majority of injuries caused by riding an e-scooter occur in the under-18 age group. In this context, the organisers of events related to the safe use of e-scooters have observed both a lack of knowledge of road traffic rules and a lack of motor skills on the vehicle in question.

A theoretical and practical programme should be gradually introduced in schools to teach primary school children about the control, safety and responsible riding of e-scooters.

New forms of mobility – including e-scooters – are a fact of life. If these forms of mobility are to be safe and sustainable, it is essential that they receive a high level of attention, which must not overshadow the safety of pedestrians and other users of public spaces. In the area of micro-mobility, countries and organisations in both Slovenia and the EU are looking for solutions and contributing their share to ensuring the overall safety for all stakeholders, especially the most vulnerable. One of the key pillars of this is changing attitudes and behaviours at all levels of society.

MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
AMENDMENTS TO LEGISLATION	<ul style="list-style-type: none"> Examining the introduction of safeguards for vulnerable road users in the area of new forms of mobility 	MZI, STSA, MZ, Ministry of Justice, Ministry of the Economy, Tourism and Sport, MNZ, Police, SPV, intermunicipal inspection services, MVI, NGOs, DRSI, IRSI	I., II., III.
	<ul style="list-style-type: none"> Raising the age of light motor vehicle and e-bike users above 15 years 		I., II., III.
	<ul style="list-style-type: none"> Introducing training for primary school pupils to obtain a licence to ride e-scooters, modelled after the cycling test 		I., II., III.
	<ul style="list-style-type: none"> Increasing the powers of the police, inspection services and municipal warden services in the event of technical deficiencies in e-scooters, light motor vehicles and e-bikes 		I., II., III.
	<ul style="list-style-type: none"> Considering the introduction of compulsory liability insurance for users of light motor vehicles and e-bikes 		I., II., III.
	<ul style="list-style-type: none"> Simplifying procedures for seizing light motor vehicles that do not comply with sectoral legislation 		I., II., III.
	<ul style="list-style-type: none"> Establishing unified records of injuries to light motor vehicle users (by type of road user) 		I., II., III.
	<ul style="list-style-type: none"> Adapting urban design to micromobility Providing suitable driving surfaces 		
INFRASTRUCTURE	<ul style="list-style-type: none"> Adapting urban design to micromobility 	MOPE, MZI, local communities, MNVP	I., II., III.
	<ul style="list-style-type: none"> Providing suitable driving surfaces 		I., II., III.
EDUCATION, TRAINING, PREVENTION ACTIVITIES	<ul style="list-style-type: none"> Increasing prevention and raising awareness of risks at workshops 	MVI, National Education Institute	I., II., III.
	<ul style="list-style-type: none"> Raising awareness among managers and professionals to introduce safe sustainable mobility to kindergartens and schools (in the compulsory and extended curricula for primary schools and in the curricula for kindergartens) 		I., II., III.
	<ul style="list-style-type: none"> Introducing road safety objectives in the implementing curricula horizontally and vertically (from kindergarten to secondary school) 		I., II., III.

* Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
No. of e-scooter riders with serious injuries	Police, STSA	30	20	annually	
No. of e-scooter riding workshops	STSA, NGOs	0	80	annually	establishing monitoring
No. of light motor vehicles sold	CCIS	to be determined	to be determined	annually	establishing monitoring
No. of measures imposed	Police, municipal warden services	to be determined	to be determined	annually	establishing monitoring

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in the periodic action plan.



3.6.2.2 PROFESSIONAL DRIVERS OF COMMERCIAL VEHICLES

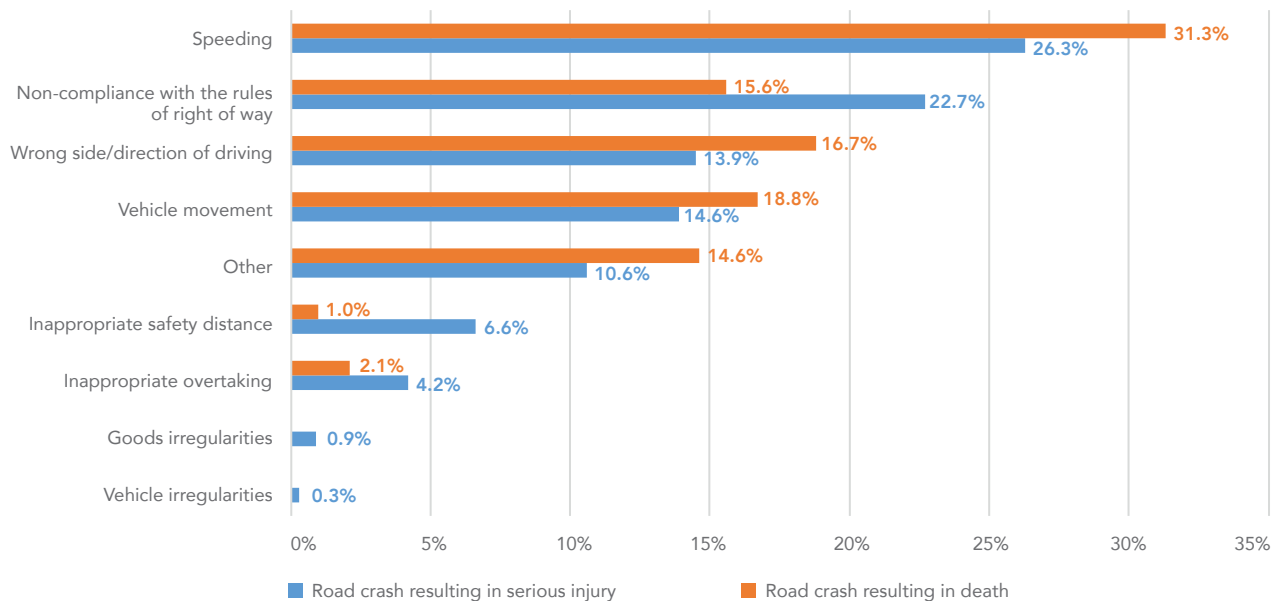
**MAIN TARGET:
ENSURING SAFE COMMERCIAL TRAVEL**

Due to its geographical location, Slovenia is faced with a high proportion of foreign drivers of commercial vehicles in transit who come from a different environment, with different traffic habits. This, together with language barriers, makes prevention activities for these drivers very difficult and they usually only reach a small proportion of the total group of professional drivers. In this respect, often the most effective measure to improve the safety of drivers of commercial vehicles is to tighten controls on the statutory equipment of vehicles, which increases road safety.

Between 2013 and 2022, drivers of goods vehicles caused 96 fatal and 335 serious injury crashes.

Speeding is one of the most common causes, followed by moving vehicles, failure to follow the right of way rules, driving on the wrong side or in the wrong direction, etc. Inadequate safety distance is not a common cause of road crashes.

Chart 30: Percentages of causes of road crashes resulting in death or serious injury, caused by drivers of goods vehicles, 2013 - 2022



Source: Police data

ROADWORTHINESS

Goods vehicle inspections often reveal a number of serious technical deficiencies on vehicles, from worn tyres to non-functioning brakes, severe corrosion and so forth. Vehicles that are not roadworthy endanger the road safety of all road users. If they break down on the road due to poor roadworthiness, they can obstruct traffic and pose a serious risk.

Table 3: Technical irregularities – most common defects (2019–2022)

Items	2019	2020	2021	2022
Brake drums, brake discs	6	7	10	24
Service brake capacity	8	4	12	21
Service brake efficiency	4	1	8	21
Parking brake capacity	5	4	11	21
Parking brake efficiency	3	3	5	18
Alignment of headlights	4	7	10	32
Condition and operation – front and rear position lamps, side and marker lamps and daytime running lamps	7	10	23	49
Condition – reflectors, conspicuity (reflective) markings and rear markings	3	5	11	17
Tyres	5	11	21	40
Leaking fluid	6	9	10	23

Source: IRSI data

Between 2017 and 2022, roadside inspections revealed an increase in the number of unroadworthy goods vehicles. The majority of vehicles came from Southern and Eastern Europe (Croatia, Bulgaria, Hungary, Poland, Romania and Slovakia) and third countries (Bosnia and Herzegovina, North Macedonia, Montenegro, Serbia and Turkey). The irregularities that particularly stand out are technical defects in brakes, lamps and tyres, which are essential to safe road use.

The statistics show that the provisions of the ZMV-1 and the Rules on the technical roadside inspection of the roadworthiness of commercial vehicles (Official Gazette of the Republic of Slovenia [Uradni list RS], Nos. 30/18 and 48/22) must be strictly enforced. The introduction of mobile technical inspection units should be examined and then decided upon, in order to speed up supervision and eliminate unroadworthy vehicles at checkpoints.

TACHOGRAPHS

In the transport of persons and goods, where the driver must comply with the provisions on driving times, breaks and rest periods laid down in Regulation 561/2006/EC, the vehicle must be equipped with a tachograph and the driver must record all active and inactive periods (driving time, time spent on other work, time of availability and break or rest periods). Under the provisions of the Act regulating the working time and compulsory rest periods of mobile workers and the recording equipment in road transport, the inspectorates responsible for supervision are the transport inspectorate, the labour inspectorate, the police and the tax administration.

Table 4: Number of roadside inspections of drivers by country of registration and main type of transport 2022

Main category of transport	EU/EEA/Switzerland		Third countries
	Nationals	Non-nationals	
Passenger transport	1,216	352	336
Goods transport	4,665	7,010	3,366
TOTAL:	5,881	7,362	3,702

Source: IRSI data

Table 5: Offences – number and type of minor offences checked on premises in 2022

Article	Type of minor offence	Passenger transport			Goods transport			
		EU/EEA/Switzerland		Third countries	EU/EEA/Switzerland		Tretje države	
		Nationals	Non-nationals		Nationals	Non-nationals		
D Annex I A	Recording equipment							
	- malfunctions	7	21	39	56	574	125	822
	- misuse or manipulation of recording equipment	0	16	57	81	462	381	997
							Total:	1,819

Source: IRSI data

During the period of the ReNPVCP13-22, an increase in violations by drivers from Croatia, Bulgaria, Hungary, Poland, Romania and Slovakia, as well as third countries (Bosnia and Herzegovina, North Macedonia, Montenegro, Serbia and Turkey) was detected.

The new Regulation requires the analogue or digital tachograph in international road transport to be replaced by a second-generation smart tachograph by 1 January 2025 at the latest, and first-generation smart tachographs to be replaced by 19 August 2025. From 1 June 2026, second-generation smart tachographs will also be mandatory for international transport of goods or cabotage where the maximum authorised mass of the vehicle, including any trailer or semi-trailer, exceeds 2.5 tonnes.

Existing smart tachographs have facilitated the supervision of vehicles, as Regulation (EU) No 165/2014 requires the tachograph to be equipped with a remote communication function that allows control authorities to read the smart tachograph data from passing vehicles using remote reading equipment. The equipment connects wirelessly to a Dedicated Short Range Communication (DSRC) interface. This equipment will allow control authorities to identify goods vehicles and, consequently, to single out potential infringers for more thorough controls. By 18 August 2024, control authorities must be equipped with remote early detection devices.

REST PERIODS

Controls relating to the provisions of the Act regulating the working time and compulsory rest periods of mobile workers and recording equipment in road transport have revealed violations both of the driving times, breaks and rest periods, as well as of the manipulation of the equipment recording such violations and tampering with other documentation that would also confirm such violations. Fatigue among drivers of commercial vehicles (goods vehicles and buses) is an extremely worrying phenomenon and a contributory factor in many road crashes; for example, a goods vehicle or a bus repeatedly veers off the road for no reason, with no sign of braking. Such crashes may also have other causes not covered by the statistics on the causes of road crashes, and the violations detected often show that drivers have an abnormal regular daily workload of up to 15 hours, including other tasks (loading and unloading goods, repairing vehicles, cleaning, etc.).

Given the general shortage of control staff for all relevant supervision and the technological advances in this field, the introduction of modern technologies for the transmission of data from the remote recording equipment to the equipment of the control authorities would be very sensible. This would allow control authorities to devote additional attention to potential infringers of labour law regulations and give them a tactical advantage in appropriately singling out potential infringers of relevant labour law regulations. Increased and targeted controls would logically result in increased caution and vigilance on the part of drivers and transport providers in observing the relevant regulations.

REST AREAS

In 2019, an average of 3,976 goods vehicles weighing more than 7 tonnes passed through Slovenia every day. However, on certain sections of motorways and expressways, the average annual daily traffic also exceeded 6,000 vehicles with a maximum authorised mass of more than 7 tonnes.

In 2020, the number of goods vehicles decreased due to the COVID-19 pandemic, but increased again in 2021 and 2022, exceeding the 2019 figures.

Some free public rest areas on motorways and expressways in Slovenia are too small for the amount of freight traffic, and are completely full in the evening. Professional drivers therefore face the problem of not being able to take the legally required rest breaks due to the occupancy of rest areas on the motorway network. This leads to wrongly parked vehicles at the rest areas themselves, at the entrances to and exits from motorway rest areas, as well as along hard shoulders and lay-bys. Wrongly parked vehicles pose a serious danger to other road users and prevent the normal flow of traffic. They also prevent drivers from making emergency journeys through the rest areas and from using all the basic services provided by the rest areas (refuelling, use of toilets).

In 2021, the Act Amending the Road Traffic Rules Act (Official Gazette of the Republic of Slovenia [*Uradni list RS*], No. 123/21) brought into force a rule whereby heavy vehicles are to be parked for a maximum of 25 hours (buses and goods ve-

ehicles over 3,500 kg can be parked in marked parking spaces for a maximum of 25 hours). The restriction or ban is due to the fact that goods vehicles are often parked at rest areas until they can resume their journeys (due to the execution of transport orders, not due to the drivers' need to rest), which in practice can take several days. The result is that the necessary parking spaces fill up.

Safety has improved significantly thanks to the new 25-hour rule. HGVs are parked according to the regulations, operators are present at the vehicle and are able to deal with potential hazards in extreme situations (e.g. in the event of a fire). Rest areas are congested during holidays, in late afternoons when drivers stop to spend the night, at rest areas along the A1 motorway and around major cities.

Slovenia is also facing a lack of alternative parking options outside the motorway network. Extensive efforts are therefore devoted to providing additional parking spaces for heavy goods vehicles as soon as possible.

Investments are planned to expand the existing 56 rest areas from 1,638 to 2,764 parking spaces, to digitise the checking of vacant spots at rest areas, which will bring additional parking spaces, and to seek short-term temporary solutions to provide additional parking spaces until these investments are realised.

EDUCATION AND TRAINING

To improve road safety and reduce risks, more attention should also be paid to raising awareness and improving the knowledge and skills of both existing and new professional drivers. As the driving profession requires a wide range of specific skills, it would be advisable to complement the formal education and training system with practical training in the form of mentoring in logistics companies. Theoretical and practical workshops should be held at least once a year (STSA, OZS, CCIS) as part of preventive actions to improve the safety of HGV and bus drivers.



MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
AMENDMENTS TO REGULATIONS	<ul style="list-style-type: none"> Considering limiting the overtaking time to a maximum of 45–60 seconds (i.e. the time a goods vehicle can take from the moment it starts overtaking to the moment it completes the manoeuvre) 	MZI, STSA, MNZ, Police, DARS, IRSI	I., II., III.
INFRASTRUCTURE ADAPTATIONS	<ul style="list-style-type: none"> Increasing parking capacity at motorway rest areas by indicating the number of available parking spaces and building appropriate infrastructure for drivers, such as showers, toilets and outdoor exercise facilities Building accommodation units at motorway rest areas to allow drivers to take weekly rest breaks in accordance with Regulation (EU) 2020/1054 Installing DSRC monitoring equipment on the motorway network (tachographs) 	DARS, MZI, MNZ, Police, IRSI	I., II., III. I., II., III. I., II., III.
VEHICLE ADAPTATIONS	<ul style="list-style-type: none"> Making a reversing camera obligatory for all commercial vehicles Encouraging the fitting of radar assistance systems in commercial vehicles, which warn the driver by sound and light signals of potential persons and objects in their blind spot Considering encouraging the fitting of alcohol interlocks to vehicles carrying freight 	MZI, STSA	I., II., III. I., II., III. I., II., III.
EDUCATION, TRAINING, PREVENTION ACTIVITIES	<ul style="list-style-type: none"> Analysing the situation and examining the possibilities for establishing supplementary practical education or vocational training for drivers of buses, goods vehicles and vans for the carriage of passengers and goods Code 095 – redesigning the training concept and content Examining the possibility of introducing training for drivers of vehicles weighing up to 3.5 t Prevention campaigns 	MZI, STSA, MVI, CCIS, OZS and other training providers	I., II., III. I., II., III. I., II., III. I., II., III.

Measures	Activities	Institutions responsible*	Period
ROAD TRAFFIC CONTROL	<ul style="list-style-type: none"> Reinforcing consistent and coordinated joint supervision by all competent control authorities over compliance with prescribed rest periods, breaks, driving times and the use of tachographs in road transport and at the premises of transport providers 	IRSI , STSA, Police, FURS	I., II., III.
	<ul style="list-style-type: none"> Consistent control of the roadworthiness of commercial vehicles in road traffic using modern methods and equipment, reinforcing the coordinated joint control of all competent control authorities 		I., II., III.
	<ul style="list-style-type: none"> Setting up automatic control of the safety distance between vehicles using over-the-road gantries on the motorway network 		I., II., III.
	<ul style="list-style-type: none"> Verifying the roadworthiness of vehicles used in road traffic by means of mobile units at motorway control points 		I., II., III.

* Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
Building new safe and secure parking areas	DARS	0	4	three years	
Number of joint controls carried out	IRSI, FURS, Police	3/month	5/month	annually	
Number of mobile units for verifying roadworthiness	MNZ, IRSI, DARS	0	2	three years	

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in periodic action plans.

3.6.2.3 DRIVERS OF SINGLE-TRACK MOTOR VEHICLES

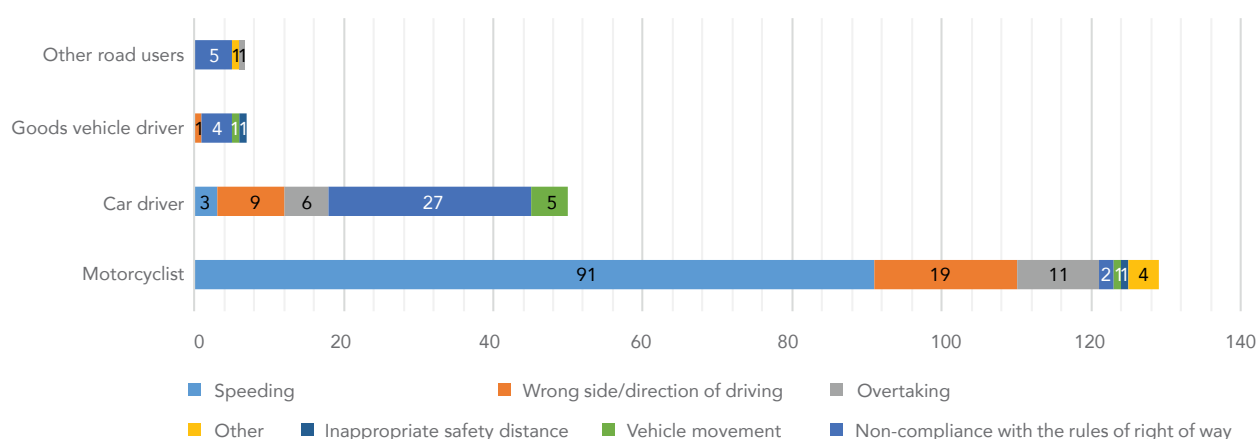
MAIN TARGET: ENSURING SAFE ROAD USE BY DRIVERS OF SINGLE-TRACK MOTOR VEHICLES

Single-track vehicles are mopeds and motorcycles, and all other vehicles registered as single-track vehicles.

Often, car drivers become drivers of single-track motor vehicles (hereafter: SMV drivers). Foreign research has found that the driving motives of these drivers are often very different from those of car drivers (leisure, socialising, sightseeing, even testing their own abilities and enjoying taking risks).

SMV drivers are at a much higher risk and are among the most vulnerable groups of road users, as they are much less visible and noticeable due to the nature of the vehicle, often speeding and often being overlooked or overtaken by other drivers. The safety of SMV drivers is also significantly linked to their own behaviour, as statistics show that they often cause road crashes.

Chart 31: Road users responsible for road crashes involving motorcyclists, 2013 - 2022



Source: Police data

The leading cause of fatal crashes caused by SMV drivers is speeding, followed by wrong side/direction of driving and overtaking.

Fatal crashes involving motorcyclists caused by other road users are predominantly caused by cars and, to a lesser extent, goods vehicles. The following are the predominant causes of fatal crashes of SMV drivers caused by other road users:

- for car drivers:
 - non-compliance with the rules of right of way,
 - wrong side/direction of driving,
- for HGV drivers:
 - non-compliance with the rules of right of way.

THE NUMBER OF REGISTERED SINGLE-TRACK MOTOR VEHICLES IS INCREASING

The number of registered single-track motor vehicles has been steadily increasing over the last decade, with 92,986 registered in 2013 and 153,459 in 2023. The biggest jump was between 2016 and 2017, mainly due to an amendment to vehicle legislation that made it compulsory to register mopeds with a maximum design speed of less than 25 km/h. In 2022, around 8,000 more single-track motor vehicles were registered than the year before.

Table 6: Number of registered single-track motor vehicles at the end of the year (as at 31 december) 2013–2022

Number of registered single-track motor vehicles at the end of the year (as at 31 December) 2013–2022	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Mopeds	41,050	41,165	42,216	42,553	60,797	63,790	65,451	67,709	69,814	72,287
Motorcycles	51,936	54,631	58,083	61,131	64,330	67,145	70,329	72,607	75,603	81,172
Total:	92,986	95,796	100,299	103,684	125,127	130,935	135,780	140,316	145,417	153,459

Source: SURS data

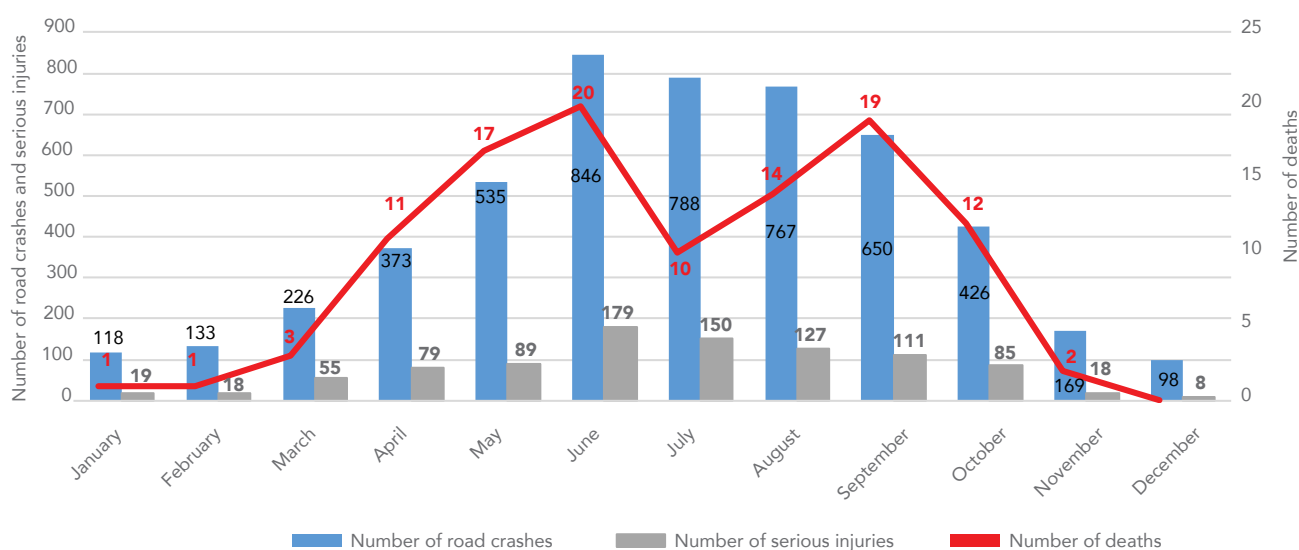
AGE GROUPS OF SMV DRIVERS RESPONSIBLE FOR ROAD CRASHES 2018–2022 AND THE CONSEQUENCES FOR ALL ROAD USERS

In 2018, the highest number of drivers who caused road crashes were among the age groups 35–44 (579) and 45–54 (576). The highest number of deaths occurred in crashes caused by drivers aged 25–34 and 45–54, with 17 deaths in each age group. This was followed by the 55–64 age group – 15 deaths.

Since 2019, two SMV drivers under the age of 35 have died, and in 2020, 2021 and 2022 the situation worsened again, with SMV drivers in the 25–34 age group causing the deaths of 14 road users. Compared to the 2013–2017 period, there has been an improvement in the 45–54 age group, with the number of deaths caused by these drivers dropping from 23 to 17. There has been an increase in the number of deaths in the two oldest age groups – from nine to 15 in the 55–64 age group and from seven to ten in the over-64 age group. It should also be noted that an increasing number of older drivers are licensed to drive single-track motor vehicles, while on the other hand there are fewer and fewer younger holders of such licences (the impact of an ageing population).

MOST ROAD CRASHES INVOLVING SMV DRIVERS OCCURRED BETWEEN APRIL AND OCTOBER

Chart 32: Number of road crashes involving SMV drivers and the number of SMV deaths and serious injuries 2018 - 2022



Source: Police data

Typically, road crashes involving SMV drivers occur mainly in the warm months or during the motorcycling season between April and October. In the 2018–2022 period, most of these crashes occurred in the summer months – June (846), July (788) and August (767). The number of seriously injured SMV drivers is usually highest in June (179) and July (150). The highest number of SMV deaths occurred in June – 20 – and September – 19. In 2020 and 2021, the highest number of SMV driver deaths occurred in May (11) and August (10), and in 2022 in June (5) and September (3). Comparing the number of deaths to the number of road crashes involving SMV drivers, the most high-risk months are at the beginning and end of the motorcycling season. One out of 34 road crashes results in the death of an SMV driver in April, one out of 31 in May and one out of 34 in September.

The highest number of road crashes involving SMV drivers in the 2018–2022 period occurred between Friday and Sunday. The fewest crashes occurred on the first days of the week, between Monday and Wednesday. The number of deaths was also highest on Saturdays (26) and Sundays (22). In 2020 and 2021, the highest number of SMV deaths occurred on Saturdays (13) and Sundays (16), and in 2022 on Wednesdays (4) and Thursdays (3).

Road crashes involving SMV drivers are therefore most frequent at weekends in the afternoon, which is mainly related to the lifestyle of SMV drivers and the attitudes towards them.

MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
AMENDMENTS TO LEGISLATION	<ul style="list-style-type: none"> Examining the possibility of introducing monitoring and analysing SMV drivers holding a category B driving licence and a category A1 driving code and, in the event of deterioration, preparing measures 	MZI, STSA, MNZ and Police	I., II., III.
	<ul style="list-style-type: none"> Adapting the legislation to make mobility safer for SMV drivers 		I., II., III.
	<ul style="list-style-type: none"> Adapting the conditions for obtaining a licence as a safe driving instructor and trainer to train SMV driver candidates and drivers 		I., II., III.
	<ul style="list-style-type: none"> Examining the possibility of introducing compulsory motorcycle protective equipment according to the Rules on the training of motor vehicle driver candidates 		I., II., III.
REGULATORY OVERSIGHT, INSPECTIONS AND POLICE CONTROL	<ul style="list-style-type: none"> Carrying out controls of SMV drivers where road crashes involving SMV drivers are frequent 	IRSI, MNZ, Police, STSA	I., II., III.
	<ul style="list-style-type: none"> Carrying out controls of the psycho-physical condition of drivers and whether they have a valid driving licence of the appropriate category 		I., II., III.
	<ul style="list-style-type: none"> Carrying out controls over the use of approved motorcycle safety helmets 		I., II., III.
	<ul style="list-style-type: none"> Verifying the roadworthiness of single-track motor vehicles, with a focus on vehicles that have been converted in breach of type-approval regulations 		I., II., III.

Measures	Activities	Institutions responsible*	Period
INFRASTRUCTURE ADAPTATIONS	<ul style="list-style-type: none"> • Research into the determinants of road crashes resulting in deaths and serious injuries involving an SMV driver 	STSA , local community for municipal roads, DARS, DRSI, IRSI	I., II., III.
	<ul style="list-style-type: none"> • Increasing inspections of routine maintenance work on road sections where fatal or serious injury crashes involving an SMV driver have occurred 		I., II., III.
EDUCATION, TRAINING, PREVENTION ACTIVITIES	<ul style="list-style-type: none"> • Carrying out prevention campaigns to improve the safety of SMV drivers 	STSA , MNZ, Police, local communities, NGOs, MZ, DARS and DRSI	I., II., III.
	<ul style="list-style-type: none"> • Strengthening stakeholder cooperation in education, training and prevention activities 		I., II., III.
	<ul style="list-style-type: none"> • Increasing the use of high-quality protective equipment by drivers and passengers on SMVs through prevention activities 		I., II., III.
	<ul style="list-style-type: none"> • Increasing the use of high-visibility equipment (helmet, overalls) through prevention activities 		I., II., III.
	<ul style="list-style-type: none"> • Promoting safe driving training for SMV drivers through prevention activities, focusing on the principle of defensive driving and the development of SMV driving skills 		I., II., III.
	<ul style="list-style-type: none"> • Developing a programme for the education of adolescents in primary and secondary schools 		I., II., III.

* Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Note
Number of road crashes involving SMV drivers	Police	1163	581	annually	
Number of SMV driver deaths and serious injuries	Police	214	118	annually	
Number of violations found in relation to non-use of a safety helmet	Police	729	481	annually	

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in the periodic action plan.

3.6.2.4 OLDER ROAD USERS

MAIN TARGET:

ENSURING SAFE ROAD USE AMONG OLDER PEOPLE

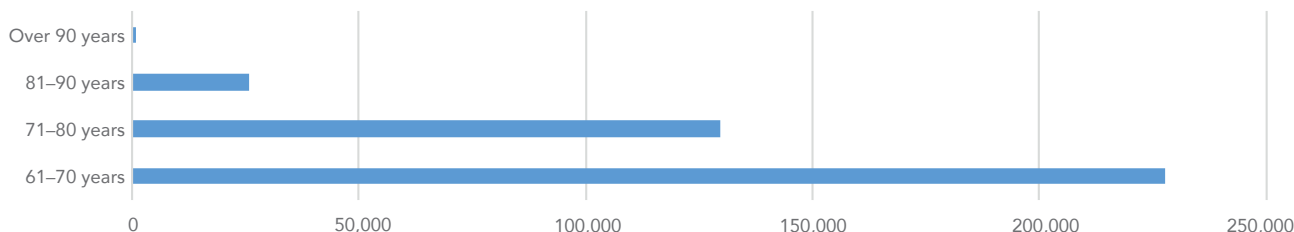
Life expectancy is increasing in most developed countries – including the EU – and the number of older licence holders is consequently rising.

For older drivers, owning and driving a car means more than just being able to get to their destination. It means freedom to choose when and where to go, control over their time, independence and comfort. Driving a car is a symbol of autonomy and inclusion in a mobile society. Unfortunately, drivers in this group cause the most fatal road crashes.

The area of older motor vehicle drivers (aged 65 and over) was by far the worst performing of all the sub-areas addressed in the ReNPVCP13-22. The number of deaths of older motor vehicle drivers in the last two years of the ReNPVCP13-22 was the highest in the relevant period and well above the critical threshold of deaths. In 2022, the critical threshold was set at five deaths, but the actual number was much higher, at 14. Demographics should also be taken into account in this category, as the number of valid driving licences held by drivers of motor vehicles aged 65 and over increased by 82% in the 2011–2022 period. Moreover, the statistics only take into account the deaths of elderly motor vehicle drivers, but not people killed in road crashes caused by them.

According to the data, on 31 December 2022, there were 384,028 driving licence holders in Slovenia who were over 61 years of age, i.e. almost one third of all driving licence holders (28%). Of these, 784 were in the 90+ age group.

Chart 33: Number of older drivers with a valid driving licence as at 31 december 2022



Source: MZI data

Recently, there has been an increase in the proportion of deaths caused by the two oldest groups of road users. The proportion of deaths caused by those in the over-64 age group increased from 14% in 2017 to 31% in 2022. The share of the 55-64 age group has also increased, from 9% in 2017 to 15% in 2022.

The issue of older road users will be addressed comprehensively during the Resolution period, not only in terms of motor vehicle drivers, but also other older road users, i.e. those over 65 years of age (e.g. cyclists, pedestrians, e-scooter drivers, SMV drivers, drivers of electric wheelchairs for the elderly and so forth).

Figure 13: Road users who caused a road crash by age group in Slovenia, 2022

Age group	No. of road crashes caused*	No. of road crashes caused resulting in material damage*	Consequences suffered by everyone involved		
			Death	Serious injury	Slight injury
0-14	164	24	1	20	129
15-17	182	49	1	13	139
18-24	2,312	1,471	5	97	1,045
25-34	2,759	1,785	13	101	1,140
35-44	2,704	1,742	9	137	1,053
45-54	2,392	1,537	17	145	876
55-64	2,118	1,339	13	138	790
65+	2,536	1,693	27	167	41

Source: Police data

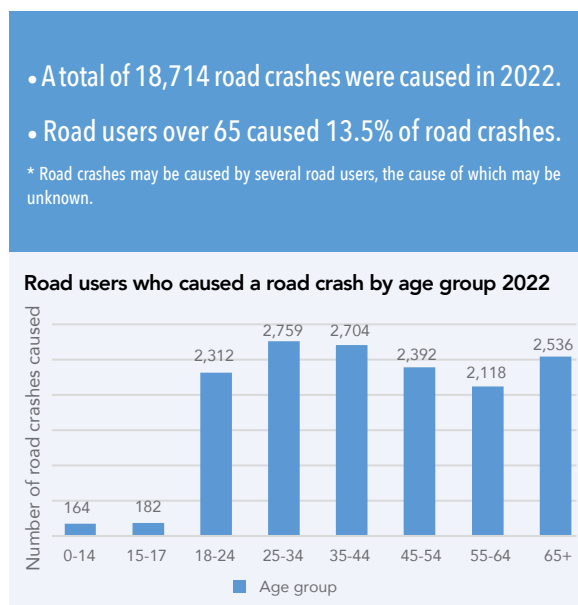
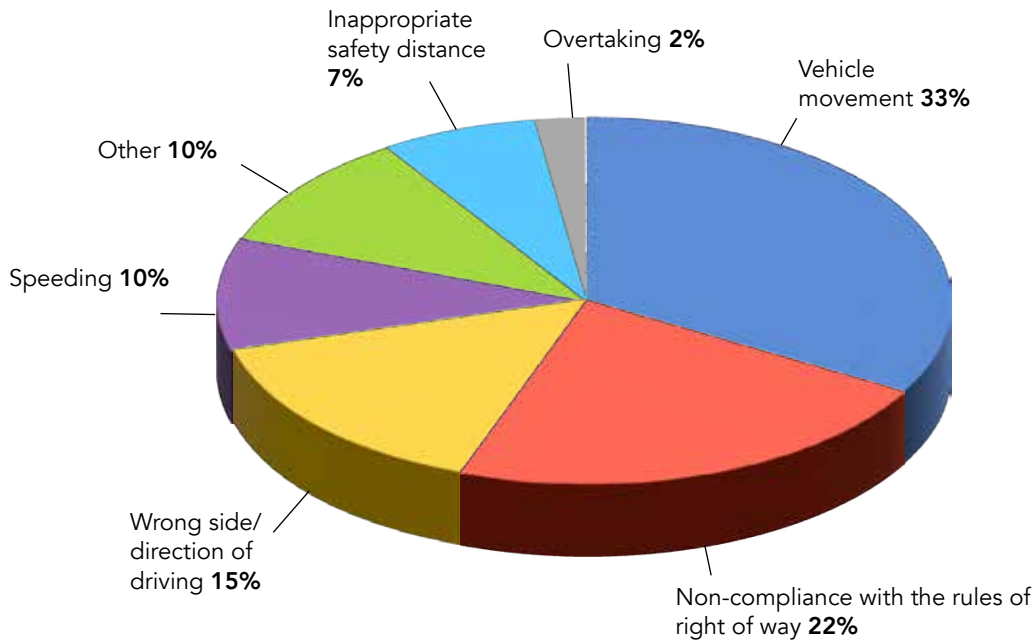


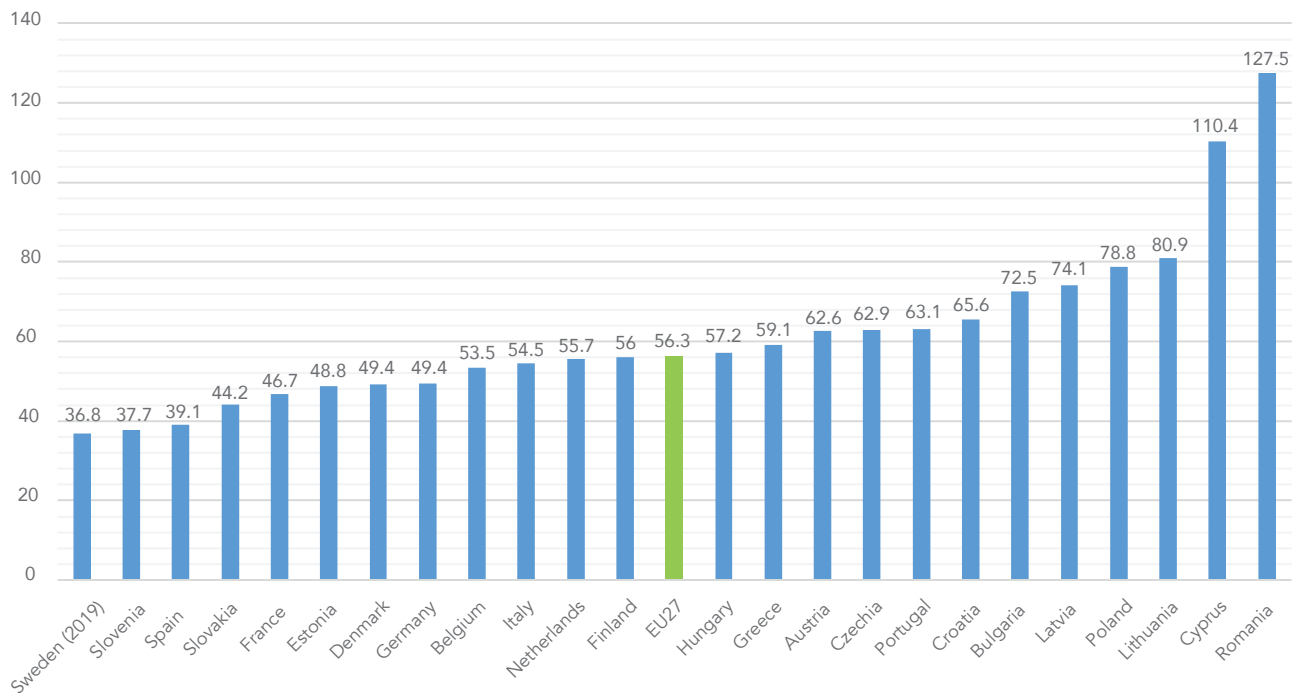
Chart 34: Causes of road crashes 2013–2022 caused by road users over 64



Source: Police data

A comparison with other EU countries shows the following statistics (source: European Commission, European Road Safety Observatory, Facts and Figures – Seniors 2023).

Chart 35: Number of deaths per million seniors by country in the EU27 (2020)



Source: CARE and EUROSTAT data

Research on the effects of age on abilities relevant to safe driving shows a decline in sensory, cognitive and physical abilities with increasing age, but there is still little evidence on the impact of these changes as causes of road crashes (source: <https://trid.trb.org/view/471675>, 22. 5. 2024).

The risk for older drivers increases significantly after the age of 75. Drivers over 75 are four times more likely to be fatally injured in a car crash than middle-aged drivers, and drivers over 85 up to six times more likely. This is particularly notable given that the number of kilometres travelled annually by older people is relatively small (STSA).

Older people typically have a different responsiveness, reduced body adaptability and chronic illnesses. Illnesses among the elderly also have some specific features:

- reduced physical performance;
- reduced cognitive abilities and memory;
- reduced capacity for concentration and motivation, limited alertness;
- longer reaction times or slower reflexes; which also affects their ability to participate in traffic and is a challenge for road safety.

Several types of measures are available to influence both the future number of deaths and the drivers who cause fatal crashes among older drivers. Taking into account the reasons for the high number of crashes caused by older drivers as well as their high death rate, the set of measures aimed at reducing the death rate of older drivers and the number of fatal crashes caused by them will include measures aimed at reducing the severity of injuries, such as improvements to active and passive systems (active safety systems prevent car collisions and passive safety systems reduce the severity of the consequences). Measures that can reduce the involvement of older people in road crashes should also contribute to reducing the mortality rate in that group. Examples of such measures include the development and implementation of programmes to improve and maintain the skills of older drivers, greater involvement of family medicine doctors, reference clinics and their preventive work on road safety issues, infrastructure adaptations and driver assistance systems. In the case of progressive functional decline, these adaptations can no longer compensate for the reduced ability to drive, so the only appropriate action is a procedure that will lead to the timely suspension of driving licences.

SYMBIOSIS FOR GREATER ROAD SAFETY

Keeping older people mobile for as long as possible, while keeping them safe in traffic, is a concern for all key stakeholders in road safety. Especially outside urban settlements, this is often the only mobility option, as public transport networks or commercial passenger transport by private car or multi-purpose vehicle are often lacking. In cooperation with the General Police Directorate, DARS, the Slovenian Red Cross, the Slovenian Federation of Pensioners' Organisations and others, the STSA has developed the Symbiosis for Greater Road Safety project, which provides comprehensive prevention events and training for seniors and pensioners throughout Slovenia. The project will continue in the period of the next Resolution.

According to the EUROPOP2019 projections prepared by Eurostat for all EU Member States, Iceland, Liechtenstein, Norway and Switzerland (source: <https://www.stat.si/statweb/News/Index/8917>, 6. 7. 2020), Slovenia will continue to have an ageing population, with an increasing proportion of drivers in the third stage of life on the roads.

The population of Slovenia is projected to grow until around 2024 (reaching around 2,116,000), after which it is expected to slowly decline. On 1 January 2100, the population of Slovenia is projected to be 1,888,000, which is 10% lower than in 2019, the starting year of these projections.

For older drivers in particular, the traffic rules were different when they took their driving test than they are today. On the one hand, older drivers have many years of driving experience, but on the other hand, they may face more problems than younger generations of drivers in traffic, which is increasingly congested and complex due to new regulations and changes in road infrastructure. In addition, modern cars are equipped with technology that drivers need to be familiar with to drive safely. This is why awareness-raising and refreshing the traffic rules for older drivers is urgently needed. The STSA promotes participation in Symbiosis workshops and informs older people about new developments through various channels, mainly local and regional media, pensioners' associations, local healthcare centres, libraries and third age education courses. Thematic TV programmes have also been dedicated to older road users to reach the maximum scope of this target population.

MEASURES PROPOSED

Measures	Activities	Institutions responsible*	Period
AMENDMENTS TO LEGISLATION	<ul style="list-style-type: none"> Examining the possibility of introducing mandatory periodic medical examinations (e.g. every 10 years), financed by compulsory insurance 	MZI, MZ, STSA, MSP	I., II., III.
	<ul style="list-style-type: none"> Establishing a common record of medical certificates issued for medical examinations <p><i>(in the Digital Public Services Strategy 2030 Action Plan)</i></p>		I., II., III.
REGULATORY OVERSIGHT, INSPECTIONS AND POLICE CONTROL	<ul style="list-style-type: none"> Setting guidelines for medical examinations of drivers, specifying the minimum scope of a medical examination 	MZ, expanded professional board for OTMS, Association of OTSM	I., II., III.

Measures	Activities	Institutions responsible*	Period
EDUCATION, TRAINING, PREVENTION ACTIVITIES	<ul style="list-style-type: none"> Introducing a mandatory training programme (modelled on the novice driver training) with a refresher driving course in real-life situations 	MZI, STSA, MZ, MNZ, Police, NGOs	I., II., III.
	<ul style="list-style-type: none"> Developing a concept for a voluntary refresher training programme for bicycle or e-scooter riding 		I., II., III.
	<ul style="list-style-type: none"> Raising awareness on empowering older road users (traffic rules, assistance systems) 		I., II., III.
	<ul style="list-style-type: none"> Involving family members in awareness-raising 		I., II., III.
	<ul style="list-style-type: none"> Developing content for the professional development of drivers' medical examination providers 		I., II., III.

*Key institutions are highlighted in bold, while others participate in the implementation process.

INDICATORS

Indicator	Institution responsible	Baseline value	Target value	Monitoring period	Opomba
Number of drivers over 65 years of age responsible for category III and IV road crashes	Police	189	124	annually	
Number of participants in prevention programmes (over 65 years)	STSA	6,000	15,000	annually	
No. of checks by cause	MZ	to be determined	to be determined		(referred by a doctor) establishing monitoring

Financial framework:

Measures are carried out as part of regular work tasks.

Further planning will be included in the periodic action plan.

4. GENERAL RESPONSIBILITY

The main objective of the Resolution is to work in several areas, with different experts, with the central aim of ensuring a safe transport system for all road users in the territory of Slovenia. People's lives and health will need to be protected and measures ensuring a safe transport system will need to be implemented.

Action must be taken primarily to change perceptions of responsibility and safety, and overall responsibility must be people-centred. It is the human being who is the user of the transport system, its manager and creator. Responsibility is thus shared among all users of the transport system, obliging state authorities and organisations, local authorities, professional institutions, civil society organisations and individuals to direct all their decisions and actions towards the achievement of the set targets, and to adapt and design the transport system in such a way that it does not result in loss of human life or serious injuries.

The State will ensure the effective management and coordination of Slovenia's efforts to improve road safety, establish and ensure the organisational and functional structure, define the financial strategy and provide system resources, and provide socio-political support to the programme. It will ensure robust, measurable and effective strategies, policies and action plans that progressively and comprehensively address the causes and tackle the consequences, measured in terms of deaths and serious injuries per million inhabitants.

4.1 LOCAL LEVEL

Road safety is becoming increasingly important in local communities. It is an integral part of the internal safety system, in which powers are devolved from the national to the local level. This mainly includes the allocation of tasks and responsibilities, the formulation of transport policies and the maintenance of safe road infrastructure, with municipalities adopting by-laws setting out measures to ensure road safety.

The powers of municipalities in the field of road safety are governed by:

- the Road Traffic Rules Act (the ZPrCP)
- the Roads Act (the ZCes-2)
- the Drivers Act (the ZVoz-1)
- the Motor Vehicles Act (the ZMV-1) and
- the Act governing municipal warden services.

Pursuant to Article 6 of the ZVoz-1, for the purposes of planning and coordinating tasks relating to crash prevention and road traffic education at the local level, local self-governing communities should establish road safety councils for crash prevention and education, which should act as a consultative body to the representative authority of the local community.

They are important providers of road traffic prevention activities, set up and fi-

nanced by local communities. The Road Safety Council is responsible at local level for implementing traffic prevention and coordinating activities and measures to improve road safety, and works with all institutions related to road safety, such as municipal departments for traffic and spatial planning and education, primary and secondary schools, kindergartens, the police, municipal warden services etc.

Local communities are striving both to improve infrastructure and to introduce the concept of a safety culture, organising various campaigns to influence the behaviour of specific groups in the local community.

4.2 NON-GOVERNMENTAL ORGANISATIONS

NGOs play an important role in raising awareness and educating the public about the importance of road safety, and in promoting and implementing concrete measures to improve road safety. They are also important in providing additional information on various aspects of road safety not always covered by official campaigns and programmes.

NGOs can work on road safety at different levels, from local to national. Their activities can focus on education and awareness-raising for a specific group of road users, or they can carry out various campaigns and projects to raise public awareness of the importance of road safety. They can therefore contribute to reducing road users' lack of knowledge and awareness and to changing their behaviour and attitudes on the road. NGOs can run a range of education and training programmes for various groups of road users, such as young drivers, cyclists or pedestrians. This can help improve their knowledge, skills and awareness of road safety. NGOs can also take concrete action, for example by organising safe routes for schools or safe driving courses for young drivers. They can help improve infrastructure, traffic organisation and road safety.

NGOs also play a role in providing support to victims of road crashes and their families, and in advocating for policies and measures that will help reduce the number of road crashes and their consequences. Public institutions and NGOs can act as partners in a joint effort to improve road safety, working together on various projects and campaigns.

NGOs can also monitor the implementation of road safety policies and measures, pointing out potential deficiencies and suggesting improvements. NGO involvement in the field of road safety can thus contribute to a more comprehensive and effective transport policy and to improving the safety and quality of life in society.

Together, all these NGO activities can contribute to reducing the number of road crashes and their consequences, and to increasing awareness and safety among road users.

There are several reasons for supporting and co-funding NGO actions and projects in the field of road safety: through their activities, NGOs can make an important contribution to the pursuit of common national objectives to reduce the number of road crashes and their consequences. NGO actions can contribute to raising awareness of road safety among the population, which can lead to better road

safety in the long term. Because NGOs work directly with people, they can better adapt to their needs and demands. For example, they can organise workshops on road safety for specific groups of people, such as older drivers or drivers with disabilities. NGOs can also use new methods and technologies to educate and raise awareness among road users that are not used by official institutions.

Similarly, the public sector cannot provide all the measures to improve road safety on its own, and support from NGOs thus relieves the burden on the public sector, as the organisations take on part of the responsibility and implementation of the measures. NGOs can tackle the problem more effectively because they are often more flexible and can implement actions more quickly and in a more targeted way. Co-financing NGO actions and projects also supports the development of civil society and the involvement of citizens in decision-making processes. NGO support and involvement fosters cooperation and partnership between different stakeholders, which can lead to better and more comprehensive solutions to improve road safety.

There are a number of NGOs working in the field of road safety in Slovenia, some of which have traditional and well-established programmes that have been recognised on an international level as examples of good practice. These NGOs carry out a number of projects, campaigns and other activities to raise awareness and reduce the number of road crashes and their consequences. NGOs are also important partners in the implementation of national road safety programmes and policies, and in the education and training of road users.

For NGOs to work well in the field of road safety, it is important that they have adequate resources, as well as support from government and other organisations and companies. Some key elements needed for NGOs to function well in this area include:

- financial support: NGOs need funding to carry out their activities, such as campaigning, education, performing actions, etc. The State can provide various forms of financial support, such as project funding, public procurement, corporate donations, etc.;
- professional support: NGOs also need professional support to carry out their activities. The State can provide professional support in various ways, such as advice, training, exchange of good practices, etc.;
- access to information: NGOs need access to information on road safety, statistics, surveys, etc. The State provides access to non-personal data on the national public sector open data portal in accordance with the Act governing access to public information;
- cooperation with the State: NGOs can work successfully with state authorities such as ministries, the Police, inspectorates, etc. The State can promote such cooperation and facilitate effective integration and coordination of activities;
- access to the public: NGOs also need access to the public to reach their target groups and the wider public. The State can provide access to the public media, promoting NGOs through various channels such as websites, social networks, etc.

All such State activities can contribute to the more effective operation of NGOs in the field of road safety and to a more comprehensive and successful implementation of the transport policy.

5. PLAN AND STRATEGY FOR THE DISSEMINATION OF INFORMATION AND CARRYING OUT PREVENTION ACTIVITIES

A communication plan is essential for effective communication with the public, providing important guidance for the communication strategy and the achievement of long-term objectives, as well as a unified communication programme that enables effective, transparent and traceable communication. Planned communication campaigns and projects, effective and timely adaptation of activities to the current traffic situation, as well as effective crisis communication are essential to developing a strategy for the dissemination of information. The basis for this is clear and memorable messages to improve road safety and the integration of these messages into the communication strategy in line with media campaigns.

The communication plan is a framework for delivering the main communication strategy, based on individual information and communication activities. Media campaigns are key to conveying messages and influencing individuals, institutions and organisations to behave and take action to improve road safety. The institutions responsible for the implementation of the Resolution have the task of raising awareness of road safety among the general public and encouraging more responsible behaviour, compliance with the regulations and awareness of the importance of road safety.

Communication will be based on the outlined and adopted Resolution, with prevention campaigns as the main objectives. The communication objectives are primarily aimed at raising awareness among as many road users as possible about road traffic prevention and education to effectively reduce the consequences of road crashes, specific road safety topics and providing reliable and useful information to all stakeholders in a simple and user-friendly way. As the vast majority of the population is involved in traffic on a daily basis, the institutions responsible are directly contributing to improving road safety for all through education, prevention activities and awareness-raising campaigns.

To maximise the impact of public awareness, the tone of the communication should be varied and adapted according to the type of road user and age group. Short video content on various transport safety topics will continue to be created and disseminated. As we know that just a few seconds can make the difference between a person continuing to watch or not, a variety of creators and experts will be involved in content development. With such a wide range of audiences, well-planned and effective communication is needed to reach all target groups, using different communication channels depending on the campaign and the topic presented.

Younger audiences in particular are receptive to online communication, as evidenced time and time again by the overwhelming response on social media. Raffles work very well, not only to distribute prevention aids but also to teach about traffic topics in relation to current issues. Radio is still an excellent communication channel, especially during rush hours. Print media and television are particularly important influencers of Generation X, while older audiences are best reached through a combination of TV and radio, as well as smaller local radio stations or regional media. Representatives of non-governmental institutions, the Police and teachers, as well as parents and childcare workers, from pre-school upwards, are also important actors in the transmission of messages. An important element of the dissemination of information on road safety is the events held in the field, in kindergartens, primary and secondary schools and associations for the elderly, which take place throughout the year. And such a direct approach can achieve the best responses.

5.1 COMMUNICATION AIMS

The primary focus of communication aims is raising awareness among as wide a group of road users as possible about:

- road traffic prevention and education to effectively reduce the consequences of road crashes,
- the topics and issues of different areas of road safety, and influencing the general public through advice,
- raising public awareness of the importance of safe road behaviour, with the aim of improving road safety and reducing the number of road crash victims,
- working with governmental and non-governmental organisations and educational institutions,
- providing reliable and useful information to all stakeholders in a simple and user-friendly way through a variety of media.

The communication programme will raise public awareness in a continuous and coordinated way, informing the media and, indirectly, all stakeholders and the main target audiences.



STAKEHOLDERS	ROAD USERS	MEDIA	EMPLOYEES	KEY DECISION-MAKERS	EXTERNAL ROAD SAFETY EXPERTS	WIDER SOCIAL ENVIRONMENT, EDUCATIONAL INSTITUTIONS, SPV
ACTIVITIES	NATIONAL CAMPAIGNS, MEDIA COMMUNICATION, PRINTED MATERIALS (brochures, posters), COMMUNICATION ON SOCIAL NETWORKS, EDUCATION AND TRAINING	PRESS CONFERENCES, PRESS RELEASES, ANSWERS TO MEDIA QUESTIONS, FIELD ACTIVITIES, INFORMATION MATERIALS, VIDEO CONTENT	EDUCATION AND PARTICIPATION IN EXPERT MEETINGS, ACTIVE ROLE AND LEADING BY EXAMPLE	PARTICIPATION IN EXPERT MEETINGS, INVOLVEMENT IN DECISION-MAKING AND DRAFTING NEW RULES AND LAWS	MEMBERSHIPS IN RELEVANT PROFESSIONAL ORGANISATIONS, PRESENTATIONS AT CONFERENCES, EXPERT SEMINARS	SOCIALLY RESPONSIBLE ACTIVITIES SUCH AS AWARENESS-RAISING CAMPAIGNS, COOPERATION WITH OTHER NGOS
CONTENT	UP-TO-DATE TRAFFIC INFORMATION AND WARNINGS, PREVENTION TIPS	INFORMATION ON EVENTS AND PREVENTION CAMPAIGNS, EMERGENCIES, INTERVIEWS	INFORMATION ABOUT CURRENT CAMPAIGNS AND RESPONSIBLE BEHAVIOUR IN TRAFFIC	INFORMATION ON OPERATIONS AND KEY PROJECTS	TOPICS RELATED TO TRAFFIC SAFETY, BUSINESS OPERATIONS, SUSTAINABILITY PRACTICES	TOPICS RELATED TO SOCIALLY RESPONSIBLE ACTIVITIES



5.2 COOPERATION WITH THE MEDIA

Cooperation with the media plays a key role in informing and conveying key messages to the entire Slovenian public. In this light, the positive impact and influence on the wider community is even greater, as journalists and the media have a key role to play in promoting road safety and conveying important information to the public. To this end, the institutions responsible for the implementation of the Resolution will organise targeted media events to ensure that road safety messages reach as many people as possible.

Working with the media plays a key role in informing and raising awareness among the general population. The media are our key partners, not just disseminators of information, and a proactive relationship with them will continue to be fostered during the implementation period. The positive impact and influence on the general public is even greater if there is good cooperation with the media, as the media play a key role in promoting road safety. The content and the way information is delivered will continue to be adapted, depending on the reach of the target audience, website traffic, viewership, readership and listenership. Information must be up-to-date, understandable and memorable. Long-term and partnership cooperation with the media is important, as it has synergetic effects on the public when prevention campaigns and events are carried out. This is why information will continue to be provided, not only in theory, but also in practice, through interesting media events and useful topics and activities. The presentation of information in the media based on experience has a much greater impact on various groups of the public. The content presented will also be supported by relevant statistical and other data, photo and video material, infographics and other tools to make the media's job easier and to ensure the best possible flow of comprehensive information to the public.

The media also play an important role in influencing strategic decisions for action on legislative solutions, safer road infrastructure and safer road user behaviour and public awareness, and continued engagement is therefore essential.

Communication with the media takes place on two levels:

1. media advertising (marketing – paid media advertising in national and other media campaigns),
2. press conferences and statements, press releases, answers to press questions, media events.

Media relations will continue to be professional and planned during the Resolution period, on the basis of open and professional cooperation on both sides. This will include professional media events, relevant and up-to-date press releases, and responses to journalists' questions, queries, requests for statements or other information in a professional and timely manner, in accordance with the relevant regulations.

Almost every citizen of the Republic of Slovenia is a road user who rightly expects that key stakeholders will provide the conditions for modern, more economical and sustainable road transport, and that road safety will strive towards Vision Zero. Transport and infrastructure have developed at an accelerating pace in recent years, with new types of mobility emerging and taking new forms in the years to

come. Traffic rules are changing, infrastructure is evolving, and the transition to a low-carbon society and the digitalisation of many parts of road traffic and vehicles are all about taking action and setting completely new targets. All these changes also bring new challenges in the area of communication. Media representatives are a key channel to achieving the main aims and other key communication aims.

MAIN TARGETS

Through continuous communication activities, influence the improvement of road users' traffic culture and raise awareness of the importance of road safety by bringing together all road safety stakeholders.

OTHER KEY TARGETS

To contribute to reducing the occurrence and consequences of road crashes through continuous active communication with the public, education, training and awareness-raising.

To liaise and cooperate with road safety stakeholders.

To provide timely and comprehensive information to users and an efficient and continuous flow of road safety information. The communication strategies, which will pursue the aims of the Resolution and will generally be two or more years in duration, will define communication processes to provide reliable information, raise awareness and understanding of the different areas of importance of road safety, and enable target groups to understand these aims and consequently change their behaviour in order to improve road safety. Communication strategies will be the core documents for the implementation of communication activities. They will be aligned with the annual calendar of prevention and other campaigns, ensuring efficiency, transparency and traceability. Periodic adjustments will also be necessary, as changes in mobility and road traffic have been very intense in recent years. The basis is clear and memorable messages to improve road safety and the integration of these messages into the communication strategy, in line with media campaigns. To make individual messages more memorable, media campaigns linked to national prevention campaigns are communicated with distinctive logos to raise the visibility of campaigns and activities.

Partnership and long-term cooperation with the media aims to ensure that:

- information is presented in a timely, clear, accessible and understandable way for all members of the public;
- relevant and topical messages and guidance are aimed at target groups;
- communication tools and channels are used to achieve the most effective communication;
- the principles of equal access to information are respected, including through the use of Slovenian sign language, subtitles and other elements.

6. THE WAY FORWARD

As long as there has been road traffic, there have also been traffic crashes. This is why measures are continuously being taken to improve road safety and reduce the risk of injury and fatal crashes. The constant evolution of road safety, from traffic signs and indicators to seat belts, traffic lights and road infrastructure, with the ultimate aim of improving safety, is like a road that never ends.

The shared responsibility of all elements of the road safety system is one of the fundamental principles to which all key stakeholders must commit. Throughout the timeframe of the Resolution, new measures will have to be introduced in a prudent way, going beyond traditional road safety measures, taking into account the new realities and all the modern dimensions of transport. Safety must become integrated into the entire transport system chain, from policy planning to the provision of adequate transport services, the production of safe vehicles and fault-tolerant road infrastructure. In the future, tasks will continue to focus on providing information and promoting the benefits of providing the right conditions to improve road safety at the national and local levels and to the general public. This will raise awareness of our shared social responsibility of adopting and implementing measures to improve road safety and thereby improve road safety culture.

With an innovative approach in all areas of the Resolution and by working together, we can achieve the safest decade on the roads.



7. LIST OF ABBREVIATIONS

- STSA** – Slovenian Traffic Safety Agency
- AVAS** – Acoustic Vehicle Alerting Systems
- DARS** – Motorway Company of the Republic of Slovenia (Družba za avtoceste v Republiki Sloveniji (DARS d.d.))
- DRSI** – Slovenian Infrastructure Agency (Direkcija Republike Slovenije za infrastrukturo)
- DSRC** – Dedicated Short Range Communication
- EEA** – European Environment Agency
- SMV** – Single-track motor vehicle
- ETSC** – European Transport Safety Council
- EU** – European Union
- FURS** – Financial Administration of the Republic of Slovenia (Finančna uprava Republike Slovenije)
- CCIS** – Chamber of Commerce and Industry of Slovenia (Gospodarska zbornica Slovenije – GZS)
- IRSI** – Infrastructure Inspectorate of the Republic of Slovenia (Inšpektorat Republike Slovenije za infrastrukturo)
- ITS** – Intelligent Transport System
- PPT** – Public Passenger Transport
- OTSM** – Occupational, Traffic and Sports Medicine
- MINVP** – Ministry of Natural Resources and Spatial Planning (Ministrstvo za naravne vire in prostor)
- MINZ** – Ministry of the Interior (Ministrstvo za notranje zadeve)
- MOPE** – Ministry of the Environment, Climate and Energy (Ministrstvo za okolje, podnebje in energijo)
- MSP** – Ministry of a Solidarity-Based Future (Ministrstvo za solidarno prihodnost)
- MVI** – Ministry of Education (Ministrstvo za vzgojo in izobraževanje)
- HFAL** – High-Frequency Accident Locations (blackspots)
- MZ** – Ministry of Health (Ministrstvo za zdravje)
- MZI** – Ministry of Infrastructure (Ministrstvo za infrastrukturo)
- NCAP** – The European New Car Assessment Programme
- NTMC** – National Traffic Management Centre
- EMA** – Emergency Medical Assistance
- NGO** – Non-Governmental Organisation
- OZS** – Chamber of Craft of Slovenia (Obrtna zbornica Slovenije)
- PIC** – Traffic Information Centre for Public Roads (Prometno informacijski center za državne ceste)
- SPV** – Road Safety Council of a Self-Governing Local Community (svet za preventivo in vzgojo v cestnem prometu v samoupravni lokalni skupnosti)
- SURS** – Statistical Office of the Republic of Slovenia (Statistični urad Republike Slovenije)
- SIA** – Slovenian Insurance Association (Slovensko zavarovalno združenje SZZ)
- SŽ** – Slovenian Railway Company (Slovenske železnice)
- URSZR** – Administration of the Republic of Slovenia for Civil Protection and Disaster Relief (Uprava Republike Slovenije za zaščito in reševanje)

Edited and published: Slovenian Traffic Safety Agency
 Photos: Dreamstime, AdobeStock, Istock
 Graphic design: Nina Marselan
 Print: Tiskarna Oman Peter Oman S.P.



JAVNA AGENCIJA
REPUBLIKE SLOVENIJE
ZA VARNOST PROMETA



Srce prometne
varnosti smo **VSI!**



www.avp-rs.si