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Monitoring Road Safety Progress in the EU - Slovenia

Accompanying the document

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Report on the Implementation of the EU Road Safety Policy Framework at the Mid-
Point**

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1. Summary

In 2024, Slovenia performed better than the EU average (45) with 32 fatalities per million inhabitants. Compared to 2019, a decrease of 33% in road fatalities was achieved. In 2023, 829 people were seriously injured in road crashes, which is 2% higher than the respective figure in 2019.

Compared to the EU average, the distribution of fatalities in Slovenia showed a high proportion of cyclists and powered two-wheeler riders. The majority of road crashes between 2013 and 2022 were caused by participants aged 25-34, but the proportions were also significant among those aged 35-44 (18%), 45-55 (16%), and 18-24 (15%). Over the same period, there was an upward trend in the number of serious injuries in all age groups. Also, speeding was the main cause for the 38.5% of fatal road crashes, which was 8.5% higher than the EU average.

In the Resolution on the National Road Safety Programme 2023-2030 of Slovenia, **targets of halving the numbers of road fatalities and serious injuries by 2030** compared to 2019 values have been set. The Resolution has also adopted the Vision Zero, aiming to eliminate deaths in road crashes by 2050.

A total of **149 activities grouped into 35 road safety measures and 9 pillars** are included in the road safety strategy of Slovenia. Each pillar is linked to a specific target and indicators for monitoring its progress.

Based on the latest available data, in 2024, Slovenia appears to be **well on track to meet the 2030 fatality target**. On the other hand, Slovenia **appears to face challenges in meeting the 2030 target of halving the number of serious injuries**.

Regarding the progress of the implementation of the road safety actions foreseen in the national strategy for the period 2021-2024, there is a **smooth implementation flow with a few gaps** being reported. Slovenia starts from a high level in most examined road safety areas. Based on the self-reported assessment, the baseline is assessed as high in 16 out of 26 road safety areas and as medium in 6 areas.

Up to 2024, the majority of planned measures are on track. The less advance pillar is that of Safe Vehicles. The implementation of measures related to fleet renewal and promotion of ADAS has been delayed, while for the automation preparation, it has not started yet.

The main gap reported is related to **limited budget and staffing**, especially in Traffic Police and Emergency Medical Services (EMS) providers. However, it was also reported that there is a risk for reduction in the road safety budget, which could result in limited road safety activities, thus affecting the overall road safety performance.

Several **best practices** are available for Slovenia, including successful communication campaigns related to drink-driving, speeding and mutual respect in traffic. Reports on pedestrian safety, and on changes in road design standards to increase the PTWs safety have been published. There is also the example of establishing 30 km/h speed limit zones in the city of Ljubljana, as well as in many other cities.

Finally, the implementation progress of the foreseen actions appears to be well on track, which is reflected in the road safety performance of the country in terms of fatalities. However, **the**

reduction on the number of serious injuries is still not sufficient to reach the target set for this period. The possible way forward to address this¹ could be by:

- reviewing the degree of implementation of the actions, focussing on those targeting serious injuries
- accelerating the implementation of the delayed measures,
- linking police and hospital injury databases to better investigate the progress of serious injuries in the country, as well as to identify the critical factors contributing to road crash serious injuries and take the appropriate measures.

2. Road Safety Strategy and Measures

2.1 Road Safety Strategy

The **Resolution on the National Road Safety Programme 2023-2030**² of the Republic of Slovenia was prepared by the Ministry of Infrastructure and the Slovenian Traffic Safety Agency together with key road safety stakeholders. 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 previous Resolution on the National Road Safety Programme 2013-2022 (ReNPVCP13-22). Measures, activities and policies to reduce the number of road crashes resulting in serious injuries and deaths are the primary objective of the Resolution.

It is based on global and European road safety legislation. Good practices from the 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.

Table 26.1: National road safety strategy

Slovenia	
Timeframe	2013-2022, 2023-2030
Lead Authority	Slovenian Traffic Safety Agency with other experts from Interministerial working group responsible for monitoring and education of the national program.
Link	https://www.avp-rs.si/management-varnosti-cestnega-prometa/nacionalni-program-2013-2022/#nacionalni-program https://www.avp-rs.si/wp-content/uploads/2024/08/resolucija_final_ang_splet.pdf

¹ The EU Court of Auditors found that there is insufficient coordination between the different safe system approach pillars in the European Union, and this might also be the case in Slovenia.

² Resolution on the National Road Safety Programme 2023–2030 (ReNPVCP23–30). Available at: https://www.avp-rs.si/wp-content/uploads/2024/08/resolucija_final_ang_splet.pdf

2.2 Road Safety Governance

The Ministry of Infrastructure and Slovenian Traffic Safety Agency are jointly responsible for the **formulation of the national road safety strategy**.

Also, the Slovenian Traffic Safety Agency is responsible for the **monitoring of road safety developments** in the country.

2.3 Main Safety Issues

Based on the road safety progress in the period 2013-2022 in Slovenia, a **series of main safety issues have been highlighted**¹:

- The largest decrease in road fatalities in the period 2013-2022 was observed for drivers among passenger car drivers, while the decline for other road user groups was less pronounced.
- Since 2018, there has been a slight upward trend in **cyclist fatalities**.
- Between 2013 and 2022, participants aged 25–34 were the most frequent cause of fatal road crashes (20%), but other age groups also had a significant share, with 35–44-year-olds accounting for 18%, 45–55-year-olds for 16%, and 18–24-year-olds for 15%.
- The number of deaths caused by those in the **over-64 age group** as a proportion of all deaths increased from 14% in 2017 to 31% in 2022.
- During the period 2013-2022, there was an **upward trend in the number of serious injuries** in all age groups.
- **Speeding** was the main cause for the 38.5% of fatal road crashes in the period 2013-2022. “Wrong way/counterflow driving” and “failure to comply with right-of-way rules” were the causes for the 27.6% and 14.5% of crashes respectively.

2.4 Road Safety Targets

The following targets have been set at the National Road Safety Strategy 2030 of Slovenia:

- By 2030, a **50% reduction in fatalities** compared to 2022 (setting the 2019 value at the corresponding baseline value).
- By 2030, a **50% reduction in serious injuries** compared to 2022 (setting the 2019 value at the corresponding baseline value).

Actions to achieve the targets will be further detailed in **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.

2.5 Road Safety Measures

A total of **149 activities** grouped into **35 road safety measures** and **nine pillars** are included in the road safety strategy of Slovenia³. Each pillar is linked with a specific target and indicators for the monitoring of its progress

Table 26.2: Road safety pillars and number of measures and activities

Pillar	Measures	Activities
1. Multimodality and spatial planning	3	18
2. Safe road infrastructure	6	20
3. Safe vehicles	5	10
4. Safety of road users	4	35
5. Post-crash response and rehabilitation	2	13
6. New forms of mobility	3	14
7. Professional drivers of commercial vehicles	5	15
8. Drivers of single-track motor vehicles	4	16
9. Older road users	3	8
Total	35	149

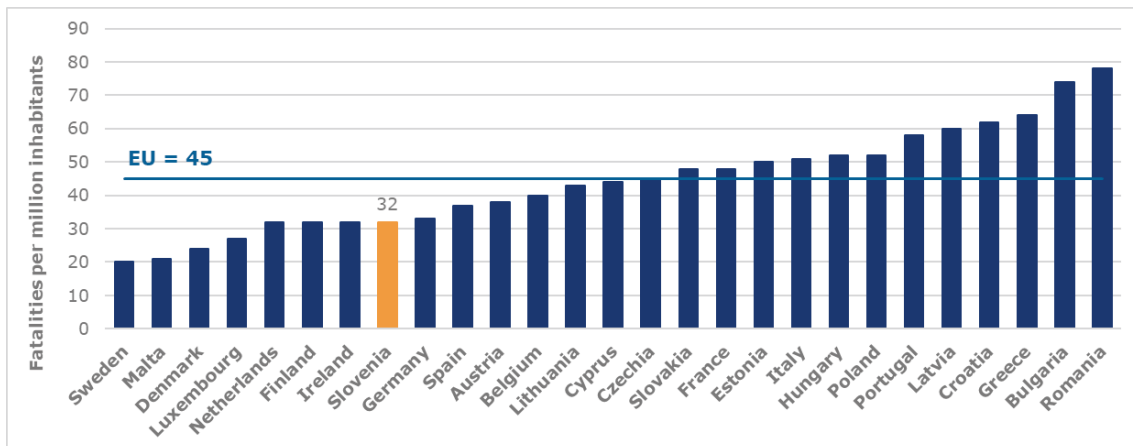
3. Road Safety Progress

3.1 Road Safety Outcomes

In Slovenia, 68 people were killed in 2024 and 829 people were seriously injured in road crashes in 2023. Based on data for 2024, Slovenia was **8th out of the 27 EU countries** in terms of the lowest numbers of fatalities per million inhabitants. In fact, 32 road fatalities per million inhabitants were recorded that year, which is well below the EU average (45).

³ Resolution on the National Road Safety Programme 2023–2030 (ReNPVCP23–30). Available at: https://www.avp-rs.si/wp-content/uploads/2024/08/resolucija_final_ang_splet.pdf

Figure 26.1 Mortality rates by country, 2024



Sources: CARE database on road crashes; population data from Eurostat (online data code [demo_pjan](#)).

The observed number of fatalities in 2024 was significantly lower than the target set in the National Road Safety Program 2023–2030. With 68 fatalities recorded, Slovenia remained well below the target. Compared to the reference year 2019, before the COVID-19 pandemic, when 102 fatalities were recorded, this represents a substantial improvement.

Compared to 2019⁴, a substantial decrease of 33% in road fatalities was recorded. Thus, in 2024, Slovenia appears to be **well on track to meet the 2030 target of halving the number of road fatalities**. More specifically, the observed number of fatalities was 13% lower than the target value.

On the other hand, the number of serious injuries increased by 2% between 2019 and 2023. Slovenia is **facing challenges in meeting the 2030 target of halving the number of serious injuries**.

⁴ For all Member States, 2019 has been used as the baseline year for the monitoring of 2030 targets in this report, which is used at EU level. Slovenia has set 2022 as the baseline year (replaced with 2019 figures). Considering the national baseline, in 2024, the observed number of fatalities was 23% lower than the target value and in 2023, the number of serious injuries was 9% higher.

Figure 26.2 Road fatalities and target 2030
(Source CARE database)⁵

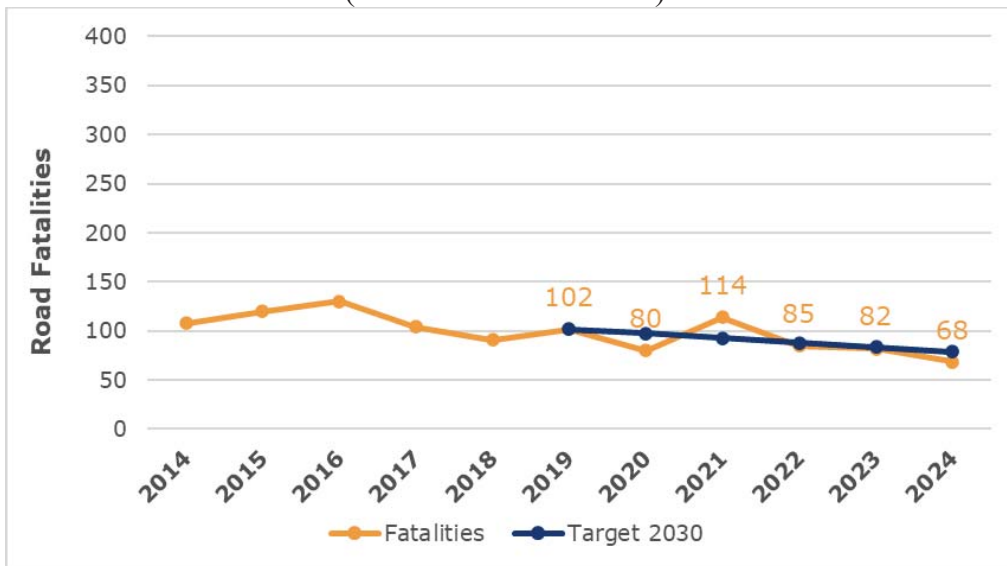
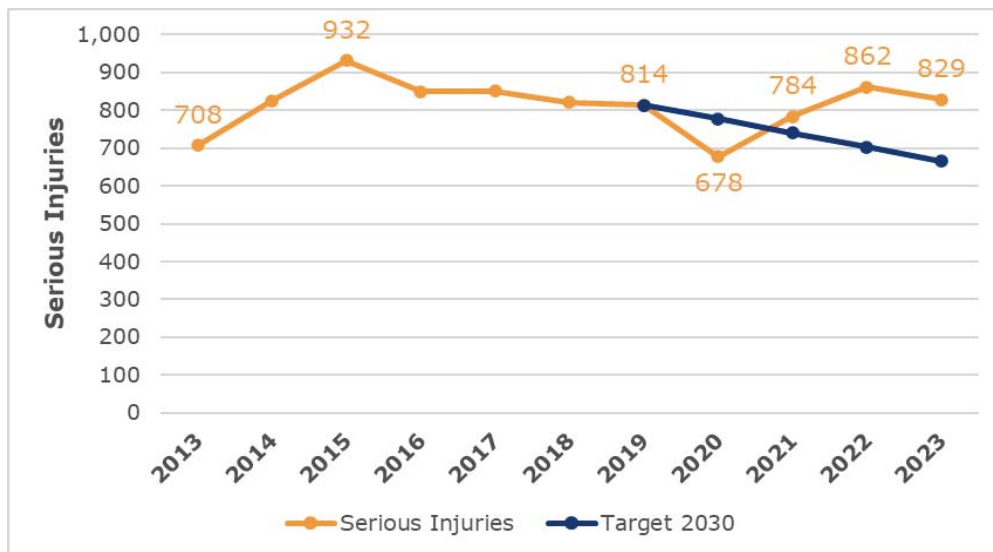


Figure 26.3 Serious road injuries
(Source: CARE database)⁴



Compared to the EU average, the distribution of fatalities in Slovenia showed a high proportion of cyclists and powered two-wheelers⁶. In fact, 13% of killed people in road crashes were motorcyclists and 11% were cyclists in 2023.

⁵ It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities. In Slovenia, the baseline values for 2022 have been replaced by 2019 values.

⁶ European Commission (2023), Country Profile Slovenia. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

An overview of the evolution of road fatalities and serious injuries for the years 2019 and 2023 (year with the latest available detailed crash data) is provided below for specific types of roads, crashes and road users. Overall, in Slovenia, **road fatalities declined** for all groups examined, except for fatalities inside urban areas, for which an increase was recorded. Also, no change was observed for fatalities among cyclists and car occupants.

As for **serious injuries, the total number increased by 2%** in 2023 compared to 2019. The highest increase was recorded for serious injuries occurred in single vehicle crashes and among cyclists. On the other hand, high decreases were recorded among pedestrians, on motorways and in single vehicle crashes.

Table 26.3: Evolution of road fatalities, 2019-2023

Fatalities	2019	2023	% in 2023	% change 2019-2023
Total road fatalities	102	82	-	-20%
Inside urban areas	27	38	46%	+41%
Outside urban areas	61	31	38%	-49%
Motorways	14	13	16%	-7%
Single vehicle crashes	23	16	20%	-30%
Multi vehicle crashes	65	56	68%	-14%
Car occupants	28	28	34%	0%
PTW riders	23	11	13%	-52%
Cyclists	9	9	11%	0%
Pedestrians	15	12	15%	-20%

Table 26.4: Evolution of serious injuries, 2019-2023

Serious Injuries	2019	2023	% in 2023	% change 2019-2023
Total serious injuries	814	829	-	+2%
Inside urban areas	486	522	63%	+7%
Outside urban areas	276	265	32%	-4%
Motorways	52	42	5%	-19%
Single vehicle crashes	276	345	42%	+25%
Multi vehicle crashes	435	398	48%	-9%
Car occupants	156	139	17%	-11%
PTW riders	201	201	24%	0%
Cyclists	201	247	30%	+23%
Pedestrians	102	85	10%	-17%

3.2 Road Safety Performance Indicators

Slovenia performs better than the EU average in relation to seat belt use. Additionally, the average age of the passenger car fleet in Slovenia is lower than the EU average.

Table 26.5: Road Safety Performance Indicators, 2022 – 2025 (Source: ERSO, Country Profiles)

	Slovenia		EU	
	2022	2025	2022	2025
Speeding⁷				
% of passenger cars travelling within speed limits ^a				
Motorways	-	82.0	-	-
Rural Roads	-	88.0	-	-
Urban Roads	-	37.0	-	-
Seat belt & CRS use rates (%) ^{a*,b}				
Front	95.0	94.6	93.1	92.4
Rear	78.0	76.2	75.3	69.9
Child restraint systems (roadside observations)	-	96.8	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	80.3	99.3	97.0	97.6
PTW passenger	65.5	98.7	94.4	97.0
Cyclist	-	45.1	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	14.5	-	11.8	11.8
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	-	-	94.8	94.5
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	-	-	83.6	82.7
Average age of passenger car fleet (years) ^d	11.2	11.5	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024, 2025), Notes: *2025 data only for weekdays

⁷ An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

4. Monitoring Road Safety Strategy Implementation

4.1 Implementation Progress

Road Safety Management

Slovenia starts from a medium level in the most road safety areas related to **Road Safety Management**. 17 of the ongoing or planned measures lie in this pillar. In 2024, all measures are on track.

Table 26.6: Self-reported assessment of implementation progress of measures related to road safety management

B1	Road Safety Management	Baseline Assessment (2021)	Progress (2021-2024)
1	National road safety authority	high	on track
2	National road safety budget	medium	on track
3	Road safety legislation	medium	on track
4	National road safety observatory	not applicable	not applicable

Specifically, the measures concern the **legislation in different areas of road safety**, which is in process of adaptation. The budget for road safety may be further reduced due to the reallocation of funds at the national level, consequently resulting in a decrease in the scope of road safety activities. Also, Slovenia does not have a National Road Safety Observatory, and its establishment is currently not planned.

Safe Road User Behaviour

In relation to the pillar of **Safe Road User Behaviour**, Slovenia starts from a high level in 2021 in all road safety areas, except for the area of professional drivers, which starts from a medium level. In total, 67 measures fall under the pillar of safe road user behaviour. In 2024, all of the relevant measures to this pillar are on track.

Table 26.7: Self-reported assessment of implementation progress of measures related to road user behaviour

B2	Safe Road User Behaviour	Baseline Assessment (2021)	Progress (2021-2024)
1	Enforcement	high	on track
2	Education	high	on track
3	New drivers training	high	on track
4	Communication campaigns	high	on track
5	Measures for vulnerable road users	high	on track
6	Measures for professional drivers	medium	on track

Enforcement is conducted in accordance with current legislation and with the available police resources.

Some areas of **education** show positive effects on traffic safety, while certain areas are still in preparation or not yet implemented (e.g. training for new mobility methods - e-scooters and e-bikes).

The measures related to the **training of new drivers** are being implemented in accordance with the plan.

Concerning **campaigns**, communication is based on the newly adopted Resolution (from November 2023), with prevention campaigns as the main objectives.

In addition, legislation for **vulnerable road users** (e-scooters, e-bikes) is being evaluated, alongside other planned reforming activities.

Finally, as regards the **professional drivers**, monitoring and promotional campaigns are being conducted, along with the preparation of legislation for changes in freight traffic supervision.

Safe Speeds

Regarding the **Safe Speeds** pillar, Slovenia starts from a high level in all related road safety areas, except updating of speed limits, for which the baseline is assessed as medium. In this pillar, 4 measures are included. In 2024, all of the relevant measures to this pillar are in progress.

Table 26.8: Self-reported assessment of implementation progress of measures related to safe speeds

B3	Safe Speeds	Baseline Assessment (2021)	Progress (2021-2024)
1	Update of speed limits	medium	on track
2	Enforcing speed limits	high	on track
3	Campaigns on speeding	high	on track
4	Monitoring speeding	high	on track

More specifically, the possibility of standardising the criteria for the **establishment of 30km/h speed limit zones** in residential neighbourhoods and around schools, kindergartens and playgrounds is currently examined.

Regular inspections are ongoing, with additional measures planned for **increased speed control**. Sectional speed measurements (in cooperation with the police) are introduced on national roads. Furthermore, the adequacy of existing maximum vehicle speed limits in terms of their impact on safety and traffic flow is examined. Also, it is aimed to simplify the management of minor offences detected by technical means and automate the enforcement of penalty points.

Safe Roads

Regarding the **Safe Roads** pillar, the self-reported baseline assessment is high in four road safety areas: urban infrastructure for VRUs, motorways safety management, road design standards, road safety audit and inspection. The starting level in 2021 for the remaining road safety areas is assessed as medium. In total, 29 measures are relevant to the pillar of safe roads, with all of them being on track in 2024.

Table 26.9: Self-reported assessment of implementation progress of measures related to safe roads

B4	Safe Roads	Baseline Assessment (2021)	Progress (2021-2024)
1	City mobility & safety plans	medium	on track
2	Urban infrastructure for VRUs	high	on track
3	Rural roads safety interventions	medium	on track
4	Motorways safety management	high	on track
5	Road design standards	high	on track
6	Road safety audit and inspection	high	on track

Concerning the area of **city mobility and safety plans**, there is a shift in planning (prioritizing accessibility over mobility), which, however, is a lengthy process. Activities are being prepared, with some already underway.

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 **urban infrastructure**.

Among the **road safety interventions on rural roads** are: improving the quality and equipment of road infrastructure, improving the safety of roads through settlements, improving road safety at junctions (additional lanes, realignment and reconstruction), 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.

Regarding **motorways safety management**, the operator's goal is to keep the road infrastructure in very good condition through regular investment and maintenance works, reconstruction and rehabilitation: the installation of crash cushions in all tunnels, the installation and replacement of safety barriers along hard shoulders, installation of crash cushions and road safety barrier terminals 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, 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., installation of 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.

Also, **road design legislation** is gradually updated to integrate the most recent expertise and knowledge in this field. **Network-wide road safety assessment** of national roads is implemented, and roads are classified into the appropriate category according to the level of road crash risk.

Safe Vehicles

In relation to the pillar of **Safe Vehicles**, Slovenia starts from a low level in all related areas, except for vehicle technical inspections, for which the baseline is assessed as high. 6 measures are relevant to the pillar of safe vehicles. In 2024, most of them are delayed.

Table 26.10: Self-reported assessment of implementation progress of measures related to safe vehicles

B5	Safe Vehicles	Baseline Assessment (2021)	Progress (2021-2024)
1	Fleet renewal	low	delayed
2	Promotion of ADAS	low	delayed
3	Technical vehicle inspection	high	on track
4	Automation preparation	low	not started

Currently, there are no active measures to encourage the fleet renewal or related to the promotion of ADAS and automation preparation.

The possibility of introducing **additional roadworthiness tests** for vehicles (e.g. after repairs following a traffic crash, on change of ownership) is examined.

Post Crash Care

Regarding the **Post-Crash Care** pillar, Slovenia also starts from a high level in 2021 in both key road safety areas. 12 measures lie in the pillar of post-crash care. In 2024, all relevant measures to this pillar are on track. Among the active measures of this pillar are the network optimisation of emergency care centres, including helicopters and integrating medical and occupational rehabilitation.

Table 26.11: Self-reported assessment of implementation progress of measures related to post crash care

B6	Post Crash Care	Baseline Assessment (2021)	Progress (2021-2024)
1	Reduce EMS reaction time	high	on track
2	Support people injured	high	on track

4.2 Best Practices

A long list of best practices is available for Slovenia:

Safe Road User Behaviour

- **Communication campaigns:** A communication campaign against [drink-driving](#) has been carried out by the Slovenian Traffic Agency, uniting the voices of paramedics, doctors, police officers and firefighters. Also, a campaign by the Ministry of the Environment, Climate and Energy and the Slovenian Traffic Safety Agency was carried out, which promotes the [mutual respect in traffic](#).
- **[Pedestrian Safety](#):** Guidelines for the safe and correct behaviour of pedestrians have been published by the Slovenian Traffic Agency.
- **Measures for professional drivers:** Increasing parking capacity at motorway rest areas by indicating the number of available parking lots and building appropriate infrastructure for drivers, such as showers, toilets and outdoor exercise facilities.

Safe Speeds

- **Update of speed limits:** In the city of Ljubljana the speed limits have been updated with the establishment of 30 km/h speed limit zones in residential neighbourhoods and around schools, kindergartens and playgrounds.
- **[Preventive action speed](#):** A campaign in order to raise awareness on speeding has been carried out by the Slovenian traffic safety agency.

Safe Roads

- **Road design standards:** A [report](#) about challenges to reduce speed of motorcycles in road curves has been conducted for the 26th World Road Congress.

4.3 Gaps

Based on the self-reported assessment of the road safety strategy implementation progress, an important gap reported for Slovenia is the risk of **reduction of the road safety budget**, which could lead to limited road safety activities, affecting thus the overall road safety performance. Low budgets and lack of staff are reported as gaps in the areas of enforcement and post-crash care. Especially, with the enforcement performance, this gap could be bridged by simplifying the management of minor offences detected by technical means and automating the enforcement of penalty points.

A significant issue identified for Slovenia is the high number of deaths due to **speeding**. In particular, 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. According to the national representatives, this gap could be bridged by lowering the speed limits on rural roads and increased enforcement.

Concerning the gaps identified in the area of **education** of road users, they could be bridged by introducing lifelong learning in the field of road safety, strengthening road safety culture, reforming curriculums and the extended programme in primary and secondary schools and reforming kindergarten curriculums with the objectives of safe sustainable mobility.

Finally, the fleet renewal could be promoted by providing more favourable insurance for vehicles fitted with assistance systems and subsidies for the purchase of a new car.

5. Conclusions and Recommendations

In the Resolution on the National Road Safety Programme 2023-2030 of Slovenia, **targets of halving the numbers of road fatalities and serious injuries** in 2030 compared to 2019 values have been set. A total of 149 activities grouped into 35 road safety measures and 9 pillars are included in the road safety strategy of Slovenia. Each pillar is linked to a specific target and indicators for monitoring its progress.

In 2024, Slovenia, with 32 road fatalities per million inhabitants, ranked **8th among the EU countries in terms of the lowest fatality rates**. Compared to the EU average, the distribution of fatalities in Slovenia showed a high proportion of cyclists and powered two-wheelers. Between 2019 and 2024, a substantial decrease of 33% in road fatalities was recorded. On the other hand, the number of serious injuries increased by 2% over period 2019-2023.

Regarding the progress of the implementation of the road safety actions foreseen in the national road safety strategy for the period 2021-2024, there is a **smooth implementation flow with a few gaps** being reported, mainly related to limited budget and staffing. Up to 2024, the majority of planned measures are on track. The less advance pillar is that of Safe Vehicles.

Finally, the implementation progress of the foreseen actions appears to be well on track, which is reflected to the road safety performance of the country in terms of fatalities. However, **the reduction in the number of serious injuries is still not sufficient to reach the target set for this period**. The possible way forward to address this could be by:

- reviewing the degree of implementation of the actions, focussing on those targeting

serious injuries and consider reinforcing the road safety measures accordingly.

- accelerating the implementation of the delayed measures,
- linking police and hospital injury databases to better investigate the progress of serious injuries in the country, as well as to identify the critical factors contributing to road crash serious injuries and take the appropriate measures