



DRINK-DRIVING FACT FILE

January 2022



CROATIA



INTRODUCTION

In 2020, 237 people were killed in road traffic in Croatia, 44% fewer than in 2010. Consequently the country now ranks among the better performing countries, with above average reductions in deaths over the last decade. With 58 deaths per million inhabitants, road mortality in Croatia, however, remains quite high compared to the EU average.

Figure 1. Relative change in road deaths between 2010 and 2020. *National provisional estimates used for 2020, as final figures for 2020 are not yet available at the time this report went to print.

**UK data for 2020 are the provisional total for Great Britain for the year ending June 2020 combined with the total for Northern Ireland for the calendar year 2020.

The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. The annual numbers of deaths in CY and EE are also relatively small and may be subject to annual fluctuations.

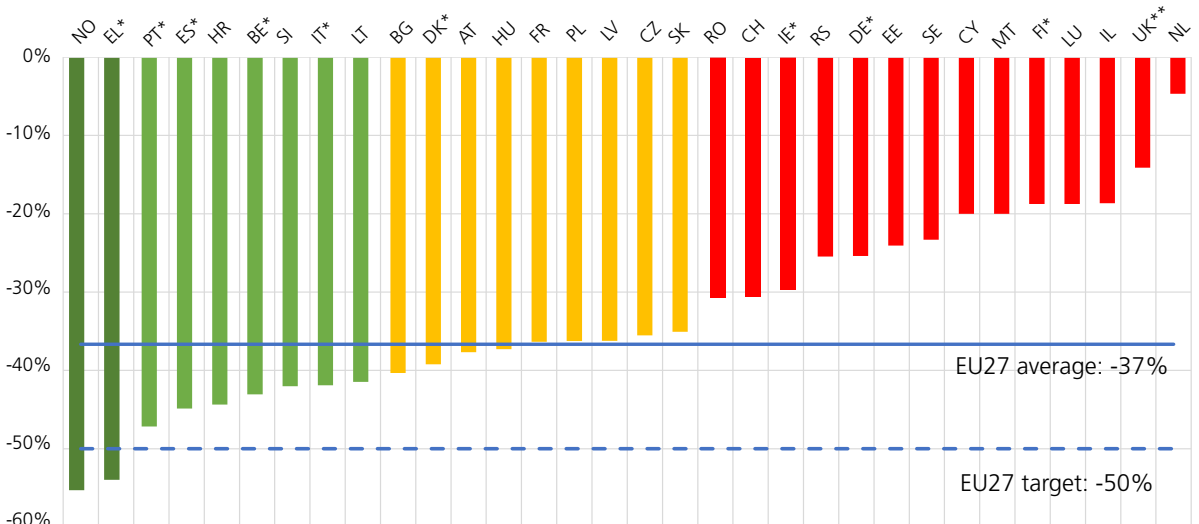
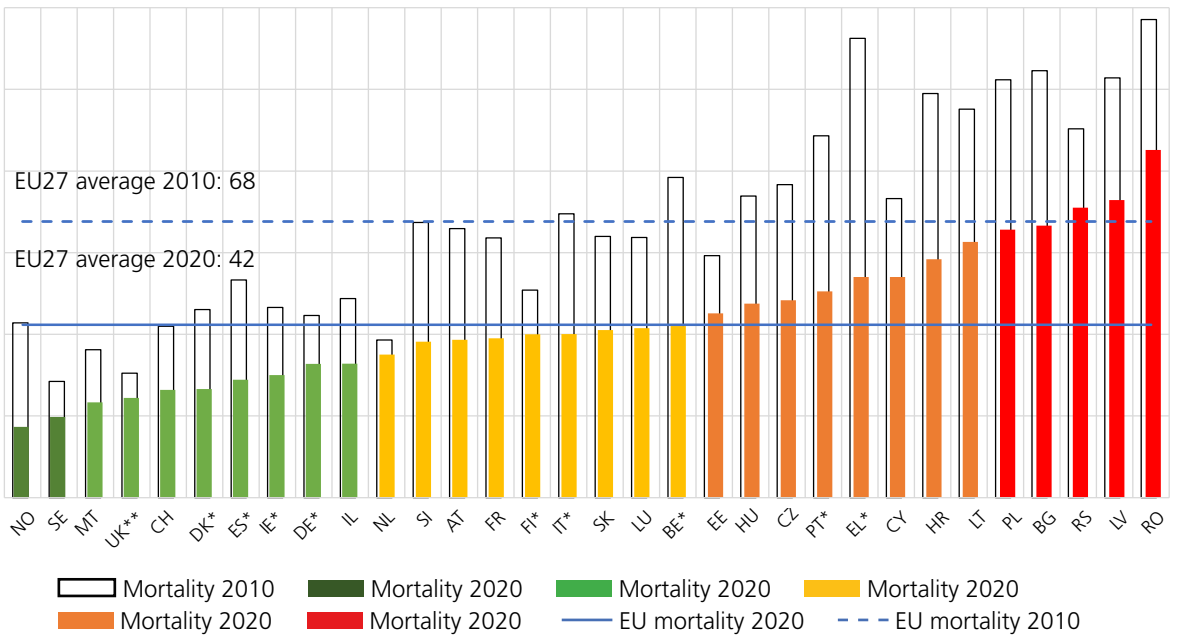


Figure 2. Mortality (road deaths per million inhabitants) in 2020 (with mortality in 2010 for comparison).

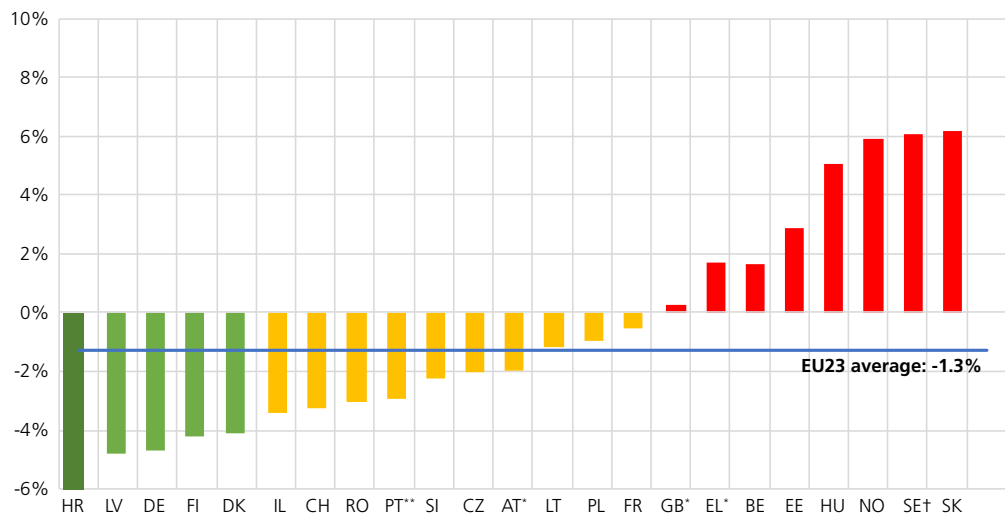
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In Croatia road deaths attributed to alcohol fell by 6% a year faster than other road deaths over the period 2010-2018. Among countries able to supply such data, Croatia was the best performer over that period. The number of people killed in alcohol-related collisions went down from 152 in 2010 to 72 in 2018 in Croatia. The number of alcohol-related deaths registered in 2019 and 2020 was respectively 68 and 66 (out of 297 total road deaths in 2019 and 237 in 2020). These figures include all participants involved in a crash committed by a driver who was found under the influence. In 2020, alcohol-related deaths accounted for 27% of all road deaths registered in Croatia

Figure 3. Difference between the average annual (%) changes in the number of road deaths attributed to alcohol and the corresponding reduction for other road deaths over the period 2010-2018

*2010-2017 **2010-2015
 SE† - driver deaths only
 BG excluded from fig.3 due to insufficient data. LU and CY excluded from fig.3 as numbers of road deaths are relatively small and are subject of substantial annual fluctuations. IE is excluded as the methodology changed in 2013. RS excluded from fig.3 as the methodology changed in 2016. But BG, LU and CY data are included in the EU23 average.
 EU23 average: EU28 average excluding ES, IT, MT and NL as data on alcohol-related road deaths were not available in these countries.
 GB data used instead of the UK.

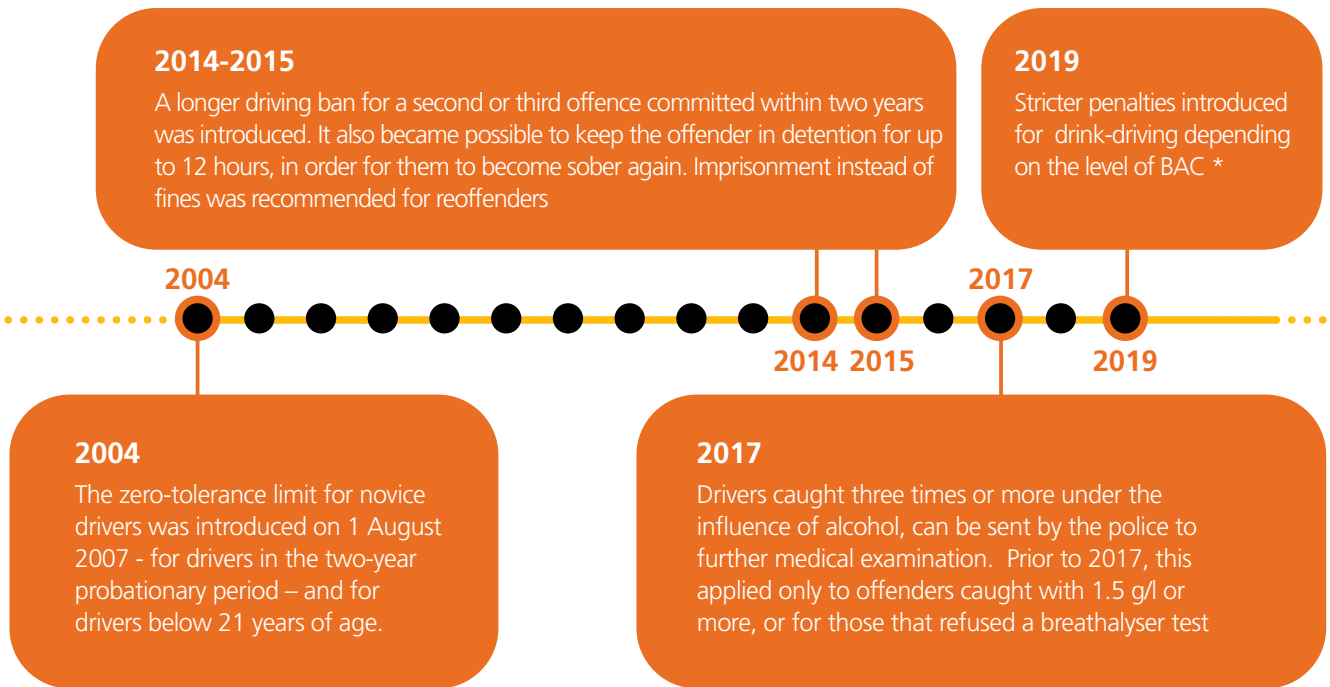


This good annual average reduction was the result of a series of measures: increased enforcement, penalties and sanctions (such as suspension or withdrawal of the driving licence from 3 months to maximum two years). In addition, roadside drink-driving checks combined with national campaigns showcasing the legislation and sanctions, have raised awareness among the population.



NATIONAL POLICIES

Timeline of national measures to tackle drink-driving:



In the National Road Safety Programme for the period 2011-2020, drink-driving was addressed with a number of measures to be implemented over the short and long-term (see table below).

ACTION MEASURE	Implemented	In progress	Priority	Long-term	RESPONSIBLE FOR IMPLEMENTATION
Regular and targeted checks of drivers with the purpose of sanctioning drug driving	×	×	×	×	Ministry of the interior
Extraordinary medical check-ups of repeat drunk drivers			×	×	Ministry of the interior, ministry in charge of health
Strictly obeying provisions of article 233 of the Road Traffic Safety Act			×	×	Ministry in charge of health
Suggesting installing Alcohol Interlock for repeat drink driving offenders				×	Ministry in charge of health, ministry in charge of transport, ministry of the interior
Implementing alcohol, drug and medicines-related preventive and educational campaigns	×		×	×	Ministry in charge of health, ministry of the interior, Croatia Autoclub (HAK)
Research			×	×	Ministry in charge of science, ministry in charge of health

* From 2019, a new law has significantly increased the penalties for the most serious offences, including speeding, driving under the influence and using a mobile phone while driving. For each repeat offence that occurs within three years, the fine and penalty points double while a third offence can result in vehicle confiscation. After the implementation of the new law, the number of drink-driving offences decreased of 4.9%. Below 0.5g/l there was a decrease of 9,7% in offences registered; between 0.51 and 1.0g/l the reduction was 9.6 %; between 1.01 and 1.5g/l of 6.9%, and finally above 1.5g/l the decrease was 5.2%.



BAC LIMITS AND SANCTIONS

The legal limit for **standard drivers** is:

0.5g/l



The legal limit for **novice (up to 24 years old) and professional drivers** is:

0.0g/l

Detailed sanctions in place for drink-driving offences are shown in the table below.



BAC level (g/L)



Fines in €



Penalty points



Driving ban

BAC level (g/L)	Fines in €	Penalty points	Driving ban
Between 0.5g/l and 1.0g/l	From 400 to 660	3 penalty points*	For recidivists: 3 months (if caught twice) 6 months (if caught more than twice)
Between 1.0g/l and 1.5g/l	From 600 to 2000	4 penalty points	For recidivists: At least 6 months (if caught twice) 9 months (if caught more than twice)
Above 1.5g/l	From 1.333 up to 2.666	6 penalty points	For recidivists: At least 6 months (if caught twice) 12 months (if caught more than twice)

Cyclists will be punished with a penalty of 66 EUR if they are caught with more than 0.5 g/l.

* In case of offence, drivers get penalty points. Young drivers (up to 24 years old) can lose their driving licence if they get more than 9 penalty points in two years. For others, the driving licence can be revoked as a consequence of 12 penalty points. In these scenarios, offenders can get their licence back after two years.



ENFORCEMENT

Road users are not tested if a doctor decides it is too dangerous because of the injuries the victim sustained in the collision. All road collision participants whose state allows it are breath tested and if the test is positive, blood and urine shall be taken to confirm the level of alcohol. If a road user was killed, blood and urine samples are taken during autopsy. When results come out, data are included in police reports.

According to figures from the Ministry of Interior, police detected around 32,900 offences for driving under the influence of alcohol in 2019. In 2020 31,000 such offences were detected.



REHABILITATION AND ALCOHOL INTERLOCK PROGRAMMES

No alcohol Interlock programme is in place so far in Croatia.



CAMPAIGNS

In 2018, the Croatian Auto Club (HAK) received funding under the FIA Road Safety Grant Programme for their project “10 Golden Rules”. The project explored several road safety risk factors. The National Road Traffic Safety Program, the Ministry of the Interior, the Croatian Radio-Television and the Academy of Dramatic Arts were involved in the project.



https://youtu.be/S_MR_eZPytA

In Croatia, each police administration makes their own campaigns in cooperation with local authorities, companies or NGOs.

Once a week, the national TV channel broadcasts “investigation of traffic accidents” providing information about deaths from the previous week. Guests from the national traffic police, experts from road safety organisations and civil society are invited to discuss the figures and specific aspects of road safety such as national traffic rules.

The National Road Safety Plan has its own website with relevant information on many traffic issues, campaigns, events and activities: <https://npscp.info/>



SOURCES

Figures:

<https://bit.ly/3aCvcAg>

Sanctions:

<https://bit.ly/3j0BHkG>

National Road Safety Strategy:

<https://bit.ly/3ADeif9>

Campaigns:

<https://bit.ly/3lEKCu8>

ETSC, 15th PIN Annual Report (2021):

<https://bit.ly/3DD9mZD>

ETSC, Progress in Reducing Drink-Driving and other Alcohol-Related Road Deaths in Europe (2019):

<https://bit.ly/3BJJ0F4>



European Transport Safety Council

ETSC would like to thank Sanja Vešćko from the Ministry of Interior and Luka Novašćko from the Technical University of Zagreb for contributing to this report.

The SMART project receives financial support from The Brewers of Europe.