



DRINK-DRIVING FACT FILE

August 2022



SERBIA



INTRODUCTION

The Republic of Serbia reduced road deaths by almost 29% between 2011 and 2021, slightly below the EU average of 31%. Although improvements have been made since 2011, road mortality remains quite high compared to other countries, with almost 76 deaths per million inhabitants.

Figure 1. Relative change in road deaths between 2011 and 2021. *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.

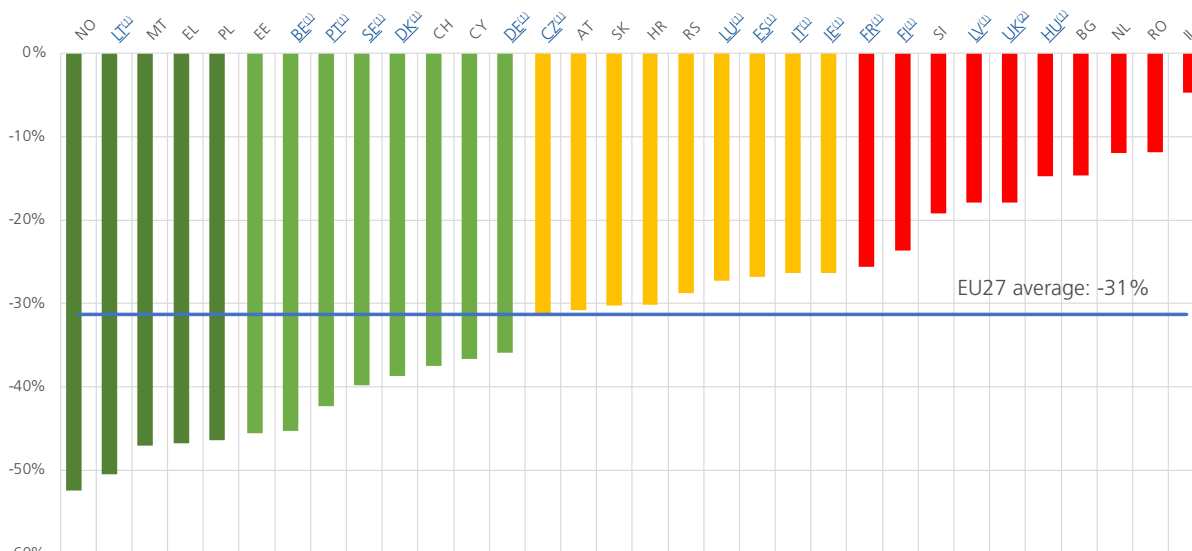
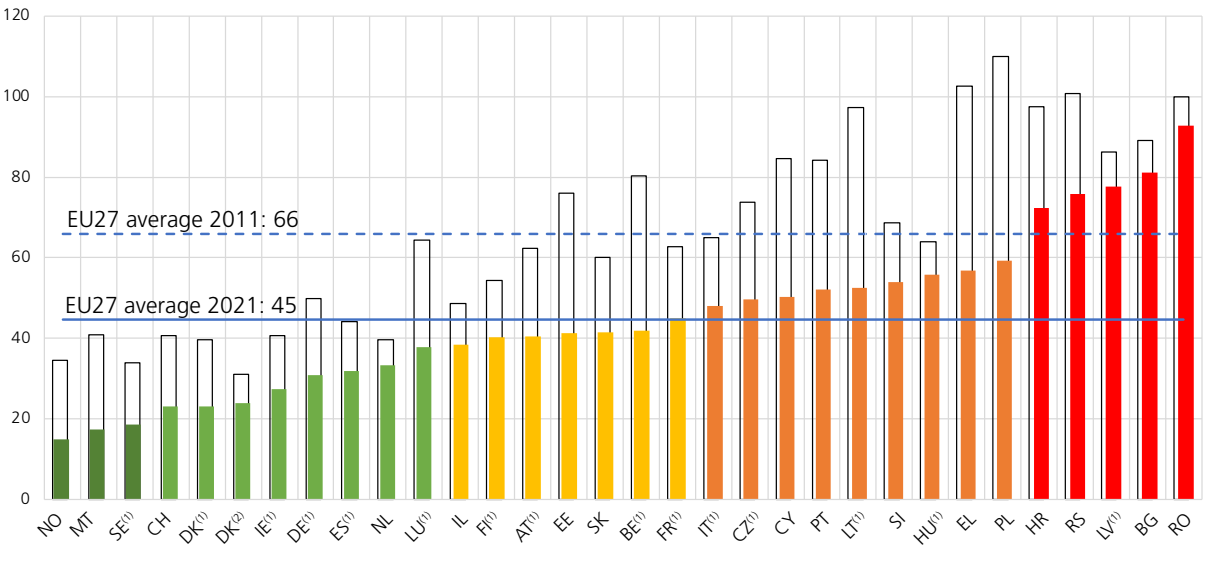


Figure 2. Mortality (road deaths per million inhabitants) in 2021 (with mortality in 2011 for comparison).

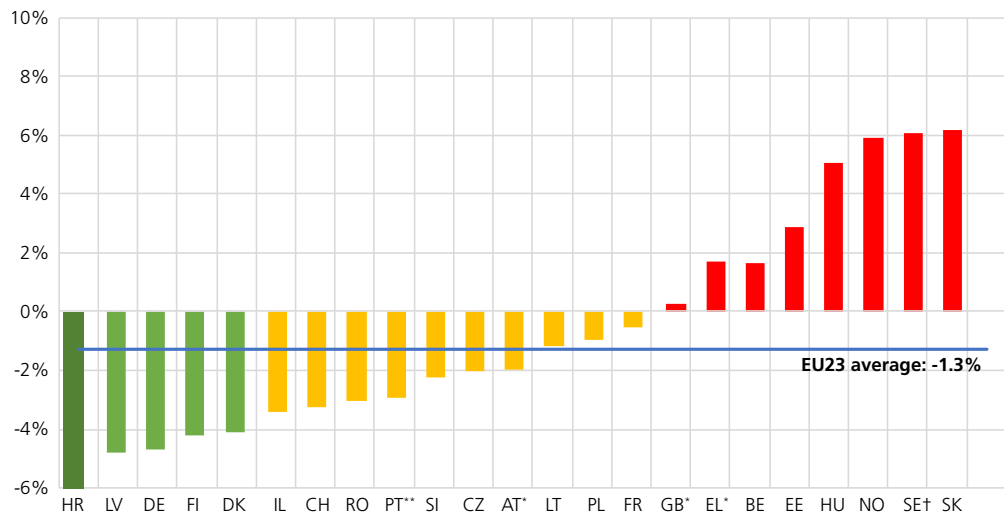
(1) National provisional estimates used for 2021, as final figures for 2021 were not available at the time this report went to print. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. (2) UK 2021 estimate is based on GB provisional total for the year 2021 and the provisional data for Northern Ireland for the calendar year 2021, population data is an estimate for the year 2021.



In addition, other road deaths decreased more quickly than road deaths related to alcohol, as shown in the graph below, where Serbia appears at the bottom of the ranking. In the last three years the figures on alcohol-related deaths have been stagnating, with 92 deaths registered in 2020 (92 in 2019 and 93 in 2018).

Figure 3. Difference between the average annual change in the number of road deaths attributed to alcohol and the corresponding change for other road deaths over the period 2010–2019

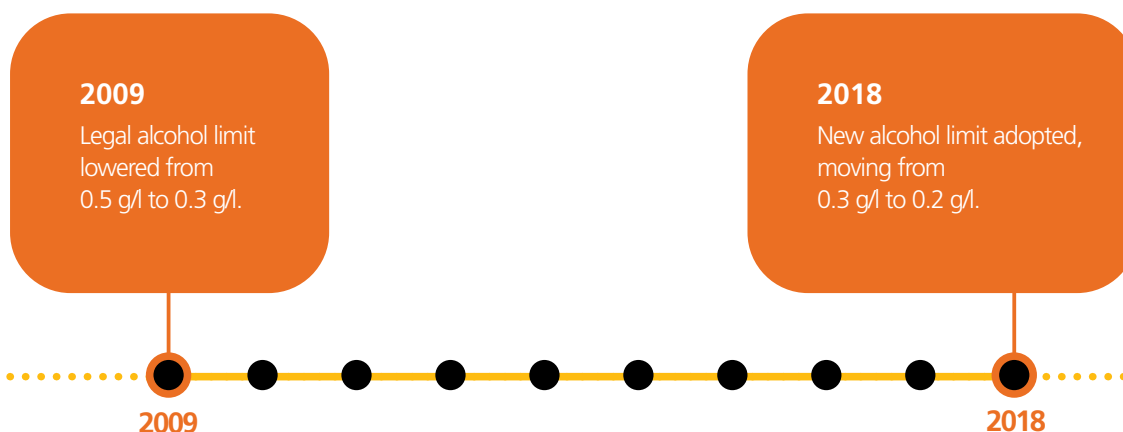
(1) PT: Number of road deaths attributed to alcohol are not available, so numbers of positive forensic post-mortem tests of drivers, passengers and pedestrians were used instead. (2) ES: data for Catalonia and the Basque Country are not available. (3) RS: data collection methodology changed in 2016. Serbia is working to improve alcohol-related fatal collision data collection according to the EU guidelines on the Common Accident and Injury Database (CaDas). EU 23: EU 27 Member States minus Ireland, Italy, Malta and the Netherlands due to insufficient data.





NATIONAL POLICIES

Timeline of national measures to tackle drink-driving:



The Road Traffic Safety Agency has formed a Working Group for the preparation of the Road Safety Strategy for the period from 2022 to 2030. The working group includes representatives of 32 road safety stakeholders at the national and local level. Goals and targets are based on the Stockholm Declaration, the Global Plan for the Decade of Action for Road Safety 2021-2030 and the EU road safety policy framework 2021-2030 - Next steps towards 'Vision Zero'.

The overall goal of the strategy is to decrease the number of road deaths and seriously injured people by 50% by 2030 compared to 2019. Five specific areas have been defined. Addressing drink-driving will be included in 'Pillar 4' entitled 'Knowledge, attitudes and behaviour of road users at the level of leading European countries in road safety'. A total of 31 measures and 250 activities will be implemented with the launch of the new strategy. Some of those addressing drink driving are listed below:

- Tougher penalties for drivers under the influence of alcohol through amendments to the national road safety law;
- Road safety campaigns to improve the knowledge, attitudes and behaviour of all type of road users: vehicle drivers, motorcyclists, agricultural machinery drivers, commercial vehicle drivers, etc.;
- Improved education for teenagers on the consequences of alcohol behind the wheel.



BAC LIMITS AND SANCTIONS

The legal limit for
**standard
drivers**

is: **0.2g/l**



The legal limit for
novice and professional drivers

is: **0.0g/l**

Detailed sanctions are included in the table below:



Type of driver

Degree of intoxication

BAC level (g/L)

Temporary licence suspension

Detain the driver

Driving ban

Fine in €

Penalty points

Novice, professionals and two-wheeler riders	Mild	<0.2g/l	12 hours	-	-	80	-
Other drivers	Mild	0.21-0.5	12 hours	-	-	80	-
	Moderate	0.51-0.8	24 hours	-	3 months	100-180	6
	Medium	0.81-1.2	24 hours	-	4 months	180-360 or imprisonment up to 30 days	8
	High	1.21-1.6	24 hours	12 hours	8 months	850-1000 or imprisonment of at least 15 days	9
	Very high	1.61-2.0	24 hours		8 months	850-1000 or imprisonment of at least 15 days	14
	Totally intoxicated	>2.0	24 hours		9 months	1000-1200 and imprisonment from 30 to 60 days or community service from 10 to 15 days	15
Driver who refuses to undergo the test					9 months	850-1000 or imprisonment of at least 15 days	14
Driving despite driving ban					8 months	850-1000 or imprisonment of at least 15 days	14



ENFORCEMENT

Alcohol tests are done systematically in practice for all active participants of a road collision. However, data on the number of roadside alcohol checks are not available in the Republic of Serbia.

The Road Traffic Safety Agency has been working for many years with the Ministry of Interior to increase prevention and enforcement in parallel. The Road Traffic Safety Agency also conducts comprehensive measurement and monitoring of the key safety performance indicators for drink-driving. The table below shows data on the number of drivers tested for alcohol and the percentage of those who tested positive in urban areas and on rural roads, during day and night, the working week, and weekends.

Year	Number of drivers tested	% of drivers tested positive (in total)	Urban areas (%)	Rural roads (%)	Day (%)	Night (%)	Working days (%)	Weekend (%)
Alcohol limit 0.3 g/l								
2013	36.876	0.95%	1.08%	0.84%	-	-	0.88%	1.08%
2015	44.591	0.75%	0.75%	0.75%	0.43%	1.24%	0.78%	0.69%
2016	38.342	0.71%	0.67%	0.75%	0.46%	1.05%	0.72%	0.69%
2017	41.077	0.53%	0.54%	0.52%	0.35%	0.80%	0.49%	0.61%
Alcohol limit 0.2 g/l								
2018	39.813	0.65%	0.67%	0.65%	0.45%	1.01%	0.66%	0.68%
2019	39.368	0.63%	0.61%	0.65%	0.42%	0.89%	0.57%	0.66%
2020	37.662	0.68%	0.90%	0.67%	0.43%	1.06%	0.68%	0.73%
2021	36.557	0.57%	0.54%	0.59%	0.38%	0.83%	0.46%	0.73%

*in 2014 alcohol-related indicators were not surveyed

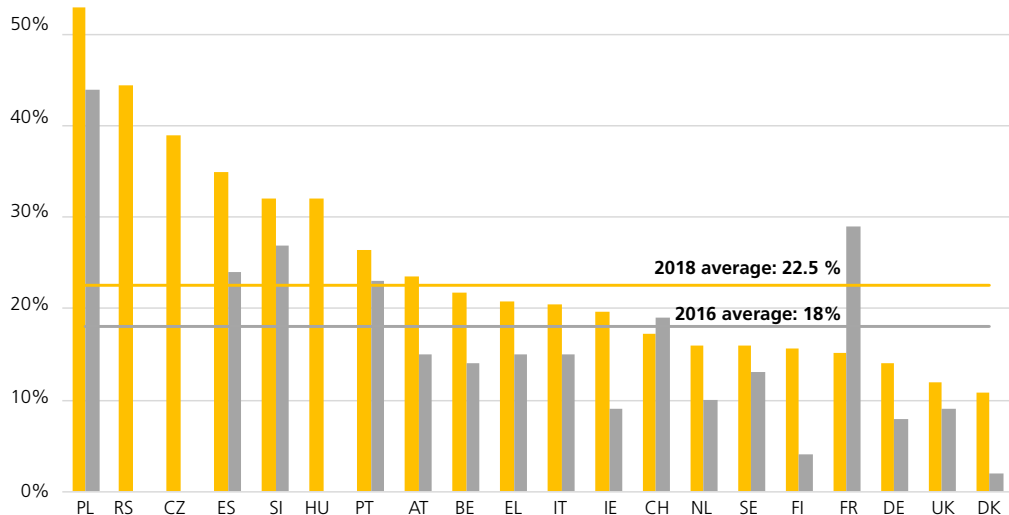
**in 2018, the alcohol limit changed from 0.3 g/l to 0.2 g/l



DRIVERS' PERCEPTION

Figures on the number of alcohol checks done by the police are not available in the Republic of Serbia. However, the e-Survey on road attitudes published in 2019 showed that the perceived likelihood of a police drink-driving check was one of the highest among the participating countries, with 44.5% of drivers considering themselves likely to be checked, compared to the EU average of 22.5%¹.

Figure 4. Proportion (%) of car drivers who considered themselves likely to be checked by the police for drink-driving.
Source: ESRA survey (2015 and 2018)



Also, in the same survey, it appeared that 44.6% of drivers confirmed having been checked by the police in the last 12 months, a much higher percentage when compared to the EU average of 18%.



REHABILITATION AND ALCOHOL INTERLOCK PROGRAMMES

No alcohol Interlock programme is in place. However, in the framework of the upcoming Road Safety Strategy, measures that include vehicle safety features and standards will be proposed and implemented by 2030.

¹ <https://www.esranet.eu/en/publications/>



CAMPAIGNS



During 2022, the Road Traffic Safety Agency launched several road safety campaigns. The one entitled "You have a choice, no excuse" focuses on preventing people from drink-driving.

<https://www.youtube.com/watch?v=2-Blof2Czrs>



In 2018 a drink-driving campaign was launched called 'Mind the Road! It's Not Funny When Alcohol Drives You!'.

<https://www.youtube.com/watch?v=nUbHXl6Jink>



SOURCES

Figures:

<http://195.222.99.60/ibbsPublic/>

Sanctions:

<http://195.222.99.60/ibbsPublic/>

ETSC, 16th PIN Annual Report (2022):

https://etsc.eu/wp-content/uploads/16-PIN-annual-report_FINAL_WEB_1506_2.pdf

ETSC, HOW TRAFFIC LAW ENFORCEMENT CAN CONTRIBUTE TO SAFER ROADS (2022):

https://etsc.eu/wp-content/uploads/ETSC_PINFLASH42_v2TH_JC_FINAL_corrected-060522.pdf

ESRA survey 2018:

<https://www.esranet.eu/en/publications/>

Campaigns:

<https://www.youtube.com/watch?v=2-Bl0f2Czrs>

<https://www.youtube.com/watch?v=nUbHXl6Jink>