

# MOTOR VEHICLE INSURANCE 2016



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## 2016



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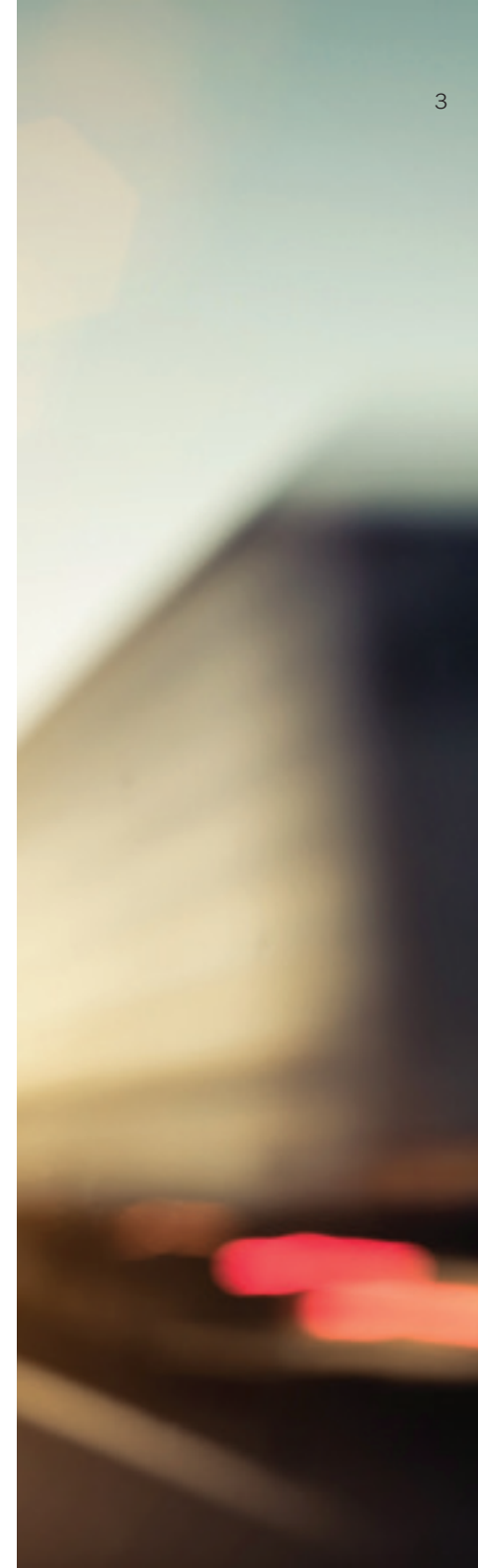
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## Methodological explanations

The publication Motor Vehicle Insurance 2016 is based on annual data that the SIA has obtained from its members. According to estimates, the data contained herein cover 99.8% of the Slovenian motor insurance market.

If other data sources are used, this is stated separately in the text, tables and graphs.

Data collection was completed on 12 April 2016. Where statistical data for 2015 were not yet available at the time this publication went to press, the time series ends at 2014. In principle the time series refers to a ten-year period.

Unless otherwise stated, all data in this publication refer to Slovenia, with the exception of data from SIA members referring to their overall operations.

The unit of currency used in this publication is the euro. The exchange rate used to convert the domestic currency to euros for the period prior to the introduction of the euro is EUR 1 = SIT 239.64. This conversion is in line with the system of conversion used at the SORS. Some tables show amounts in EUR 000s or EUR millions, where this is specifically indicated.

Growth rates are calculated as the ratio of data for the selected year to data for the previous year, without taking into account inflation.

During the period surveyed there are some clear discrepancies in the data that arose as a result of changes to legislation and consequent changes to the methodology of counting and disclosing data. In order to ensure comparability of data in the publication, vans are counted as private cars throughout the period.

Major milestones and prominent values in the time sequence of data on registered road vehicles in Slovenia (source: SORS):

- changed categorisation of vehicles in March 2006,
- transition to a new register of road motor vehicles in March 2006,
- there was no extended registration in 2007 for inactive tractors, tractor trailers and caravans,
- decline in temporary de-registration of motorcycles after 2007 (partly because insurance companies changed insurance conditions in that year).

Statistical data associated with motor vehicle insurance that are provided by insurance companies and are shown for the categories of MTPLI and MCI relate to all self-powered motor vehicles in terms of the following categorisation used by the insurance companies:

- PS01 – passenger cars
- PS02 – lorries
- PS03 – buses
- PS04 – towing vehicles
- PS05 – special motor vehicles
- PS06 – motorcycles
- PS07 – trailers
- PS08 – foreign-registered vehicles
- PS09 – vehicles undergoing repairs and refits in workshops and vehicles undergoing cleaning and greasing in workshops
- PS10 – service vehicles
- PS11 – rolling stock
- PS12 – vans
- PS13 – special forms of insurance



For our statistical overview, we placed road vehicles in Slovenia in the following eleven categories in line with the SORS categorisation (source: SORS):

- **passenger car** – a motor vehicle with at least four wheels intended for the carriage of persons which has no more than eight seats in addition to the driver's seat;
- **special purpose passenger car** – vehicle designed for special purposes and not for the carriage of persons (firefighting vehicle, rescue and emergency vehicle, hearse, driving school vehicle, race vehicle and other passenger vehicles not mentioned elsewhere);
- **lorry** – non-articulated goods vehicle;
- **special purpose lorry** – goods and other vehicle intended for special operations requiring special adaptation of the superstructure and/or special equipment (tanks, livestock vehicle, concrete mixer, temperature-controlled goods vehicle, forest vehicle, dumper, self-loader, hazardous goods vehicle, etc.);

- **towing vehicle** – road goods vehicle intended solely or primarily for towing other road vehicles without their own motor power (mainly semi-trailers);
- **service vehicle** – adapted goods vehicle with equipment installed for performing specific tasks and not intended for the carriage of goods, and which can achieve speeds of more than 30 km/h on a flat road (firefighting vehicle, rescue and emergency vehicle, mobile crane, self-powered road rollers, bulldozers with metal wheels or tracks, film, radio and television production vehicle, mobile library, towing vehicle for vehicles needing repair and other road vehicles not mentioned elsewhere);
- **bus** – motor vehicle for the carriage of persons with more than eight seats in addition to the driver's seat;

- **motorcycle** – two-wheeled motor vehicle with or without sidecar, or three-wheeled vehicle, with an internal combustion engine whose cylinder capacity exceeds 50 cc or for which the design speed exceeds 45 km/h; this includes four-wheelers whose unladen weight does not exceed 400 kg (or 550 kg in the case of vehicles designed to transport goods);
- **moped** – two, three or four-wheeled vehicle whose an internal combustion engine capacity does not exceed 50 cc and whose maximum design speed on a flat road does not exceed 45 km/h;
- **agricultural tractor** – motor vehicle intended solely or primarily for agricultural purposes which may be used on roads open to public traffic or not;
- **trailers** – road vehicles designed to be towed by other motorised road vehicles (goods trailers (trailers, semi-trailers), caravans and tractor trailers).

## Statistical indicators, units of measure, abbreviations

...	not available
<sup>1</sup>	comment
cc	cubic centimetre
h	hour
kg	kilogram
km	kilometre
m	million
%	percentage
ELVs	end-of-life vehicles
EUR	euro
GDP	gross domestic product
MCI	motor casco insurance
MTPLI	motor third-party liability insurance
MTPLI+	car owner and driver accident insurance
SIT	Slovenian tolar (replaced by the euro on 1 January 2007)
ACEA	European Automobile Manufacturers Association
EEA	European Economic Area
EU	European Union
Eurostat	European Statistical Office
IE	Insurance Europe
MNZ	Ministry of the Interior
MZI	Ministry of Infrastructure
SIA	Slovenian Insurance Association
SORS	Statistical Office of the Republic of Slovenia







# **GENERAL INFORMATION ON MOTOR VEHICLES**



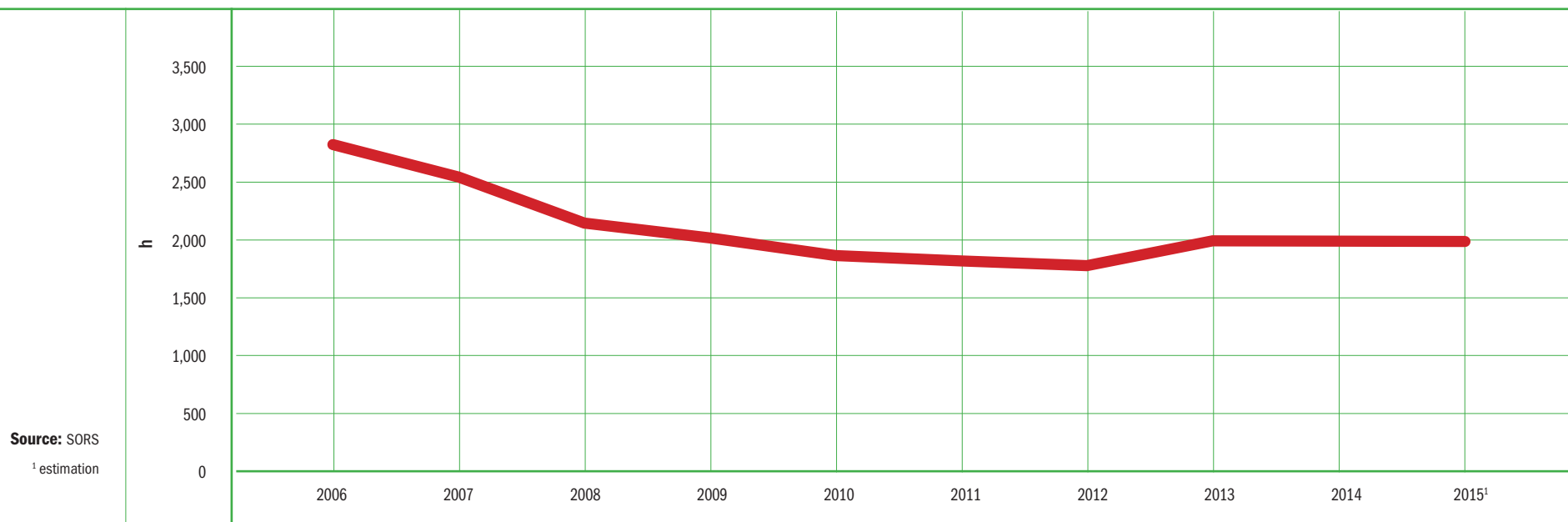
Slovenia has experienced great progress in the last 25 years and this is also evident in the field of transport. An increasing number of registered vehicles, an increase in the size of the road network and changes in settlement patterns have also contributed to a significant increase in road traffic. The first section of motorway in Slovenia was built in 1972 between Vrhnika and Postojna. At that time it was used by on average around 8,000 vehicles a day. Today this number is more than 50,000. Motorways are also used by up to 8,000 goods vehicles a day. The greatest proportion, 64.7%, of traffic is on motorways, express roads and main roads, which represent 21.8% of the total length of the national road network. The standard of living of the population is also better than it was two decades ago. At that time it was necessary to work twice as long to buy a car as it was in 2015, when for the third year in a row it was necessary to work for a little under 2,000 hours. As a result of the greater accessibility of passenger cars, the share in the basket of essential goods and services that households spend on transport has in recent years amounted to around 20% of all household expenditure.

Despite the weakened purchasing power of the population in recent years, the total number of registered motor vehicles has been increasing constantly, with passenger cars accounting for 78% of them. With increased investments in roads infrastructure, decreasingly competitive public transport and a changed pattern of settlement in Slovenia based on accessibility by private car, a growing share of the population is opting to use a private car to meet its transport needs. As a result, the share of public transport has

fallen considerably, particularly since Slovenian independence, with bus transport suffering the biggest decline. The volume of public transport has stabilised somewhat in recent years, although at a much lower level. From January to December 2015 regular public passenger services carried 27.7 million passengers, which is two-thirds fewer than a decade ago, while urban regular passenger services carried 46 million passengers, or just over half as many as a decade ago. Passenger numbers in rail transport are slowly increasing again following a significant drop in the 1990s.

In the last decade an average of 1.4 million road vehicles were registered per year, of which 97.1% were motor vehicles. The remainder were trailers, whose number is slowly increasing, but on a significantly smaller scale. Passenger cars represent the largest group of vehicles: almost 1.1 million. Their number has almost doubled since Slovenia became independent, a consequence of the change in lifestyle – more cars per household, an increase in average journey length, lower accessibility and flexibility of public transport. Positive growth in passenger car numbers (1.8%) was also recorded in 2015. The second largest group of registered motor vehicles, after passenger cars, are tractors, with a 7.7% share – up 2.6% last year compared to a year earlier. The biggest growth (14.9%) was recorded by mopeds. The popularity of this type of motorcycle has grown in the last decade, although significantly more slowly in the years since the start of the economic crisis. The number of registered motorcycles has increased by 266% since 2005, although last year this was the only category of vehicle to show a decline (-3%). Other

**NUMBER OF WORKING HOURS TO BE COMPLETED BY AN EMPLOYED PERSON TO EARN ENOUGH TO BUY A PASSENGER CAR (Renault Clio)** (Renault Clio)



**NUMBER OF ROAD VEHICLES BY CATEGORY** (as at 31 December)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>MOTOR VEHICLES</b>	<b>1,200,979</b>	<b>1,255,661</b>	<b>1,308,963</b>	<b>1,332,314</b>	<b>1,340,646</b>	<b>1,351,076</b>	<b>1,356,881</b>	<b>1,358,900</b>	<b>1,372,876</b>	<b>1,395,359</b>
Passenger cars	980,261	1,014,122	1,045,183	1,058,858	1,061,646	1,066,495	1,066,028	1,063,795	1,068,362	1,087,832 <sup>1</sup>
Special purpose passenger cars	5,306	6,005	6,653	7,069	7,286	7,614	7,939	8,127	8,600	...
Lorries	57,051	62,635	67,585	68,122	68,320	68,635	68,195	68,264	69,821	97,458 <sup>2</sup>
Special purpose lorries	5,913	6,256	6,653	6,627	6,801	6,873	6,901	7,036	7,282	...
Towing vehicles	7,168	8,677	9,671	8,884	8,986	9,136	9,312	9,638	10,162	...
Service vehicles	3,506	3,950	4,528	4,824	5,112	5,305	5,437	5,622	5,876	...
Buses	2,277	2,330	2,378	2,394	2,400	2,422	2,410	2,465	2,559	2,631
Motorcycles	18,801	34,162 <sup>3</sup>	41,612	46,185	48,686	49,887	50,999	51,936	54,631	53,006
Mopeds	34,392	37,331	40,384	42,243	42,322	42,296	42,101	41,050	41,165	47,293
Agricultural tractors	86,304	80,193 <sup>4</sup>	84,316	87,108	89,087	92,413	97,559	100,967	104,418	107,139
<b>TRAILERS</b>	<b>34,318</b>	<b>31,242</b>	<b>34,289</b>	<b>34,247</b>	<b>34,910</b>	<b>35,814</b>	<b>36,764</b>	<b>37,791</b>	<b>39,440</b>	<b>42,085</b>
<b>ROAD VEHICLES (TOTAL)</b>	<b>1,235,297</b>	<b>1,286,903</b>	<b>1,343,252</b>	<b>1,366,561</b>	<b>1,375,556</b>	<b>1,386,890</b>	<b>1,393,645</b>	<b>1,396,691</b>	<b>1,412,316</b>	<b>1,437,444</b>

<sup>1</sup> Number includes also special purpose passenger cars.

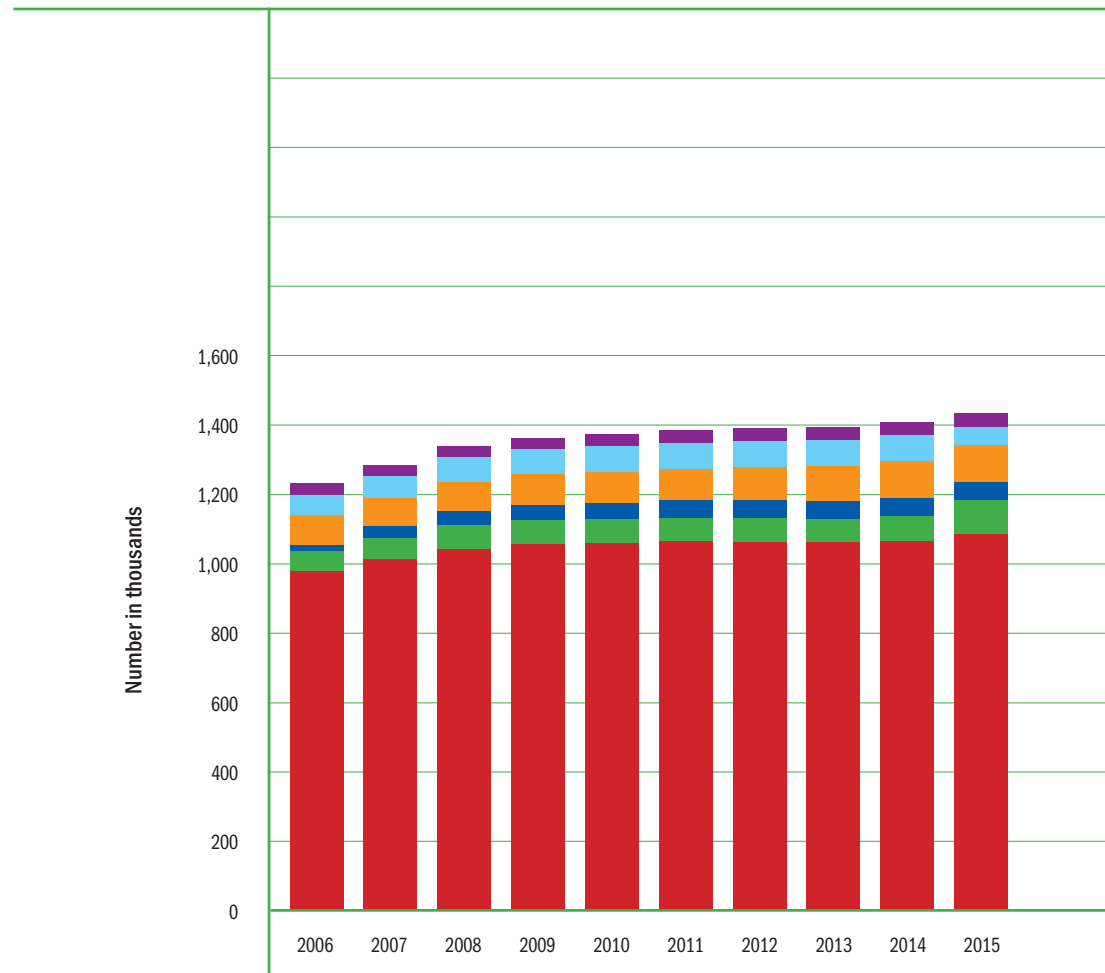
<sup>2</sup> Number includes also special purpose lorries, towing and service vehicles.

<sup>3</sup> Outstanding value due to no cancellation of motorcycles' registration during the winter.

<sup>4</sup> Outstanding value due to elimination of inactive vehicles.

**Source:** MZI, SORS

**BREAKDOWN OF ROAD VEHICLES** (as at 31 December)



- Passenger cars
  - Lorries
  - Motorcycles
  - Agricultural tractors
  - Other motor vehicles
  - Trailers
- Source:** MZI, SORS



types of vehicles showed minor fluctuations in the middle of the last decade, with the biggest fall recorded in the case of trailers in 2007 (-9%) and towing vehicles in 2009 (-8.1%). In the case of motorcycles the year 2007 is notable for the non-deregistration of motorcycles over the winter. The same year shows a fall in the number of tractors as a result of the elimination of inactive vehicles. The number of all motor vehicles and also the number of passenger cars, lorries and motorcycles showed a relatively stable dynamic of growth over the period surveyed.

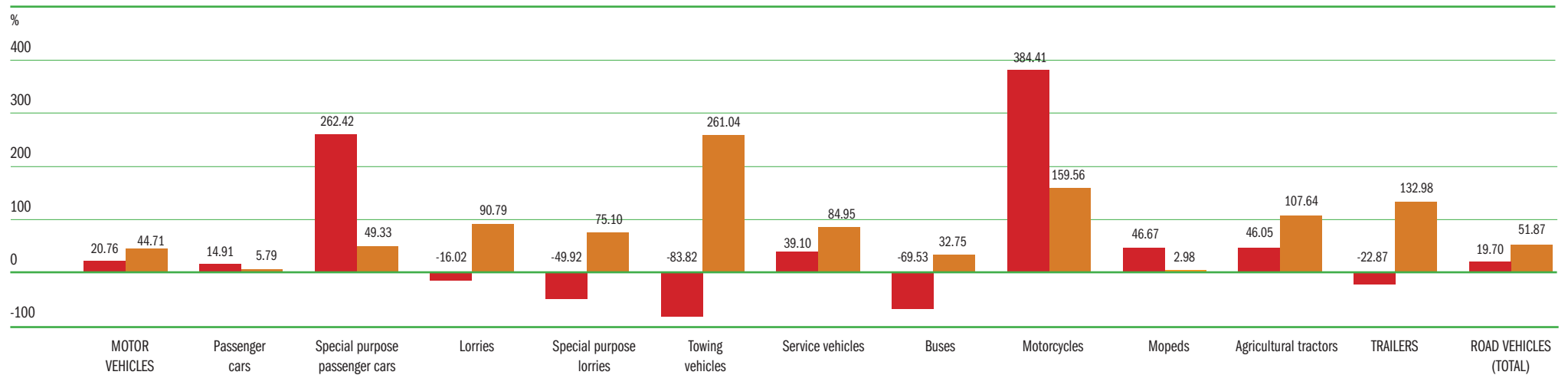
The importance of vehicles to Slovenes is also apparent from figures on ownership. In 2014 natural persons owned 94.8% of all passenger cars. In terms of use, this percentage is even higher, since cars owned by legal persons can also have natural persons as their users (e.g. in the case of financial leasing). The situation is similar with other types of vehicles that are typically in private use: natural persons owned 97% of motorcycles, 95.3% of mopeds and 96.2% of tractors in 2014. This ratio has remained at a similar level for a number of years. In the case of vehicles predominantly designed for commercial use, the situation is different. In the past a significant percentage of such vehicles were

#### NUMBER OF ROAD VEHICLES IN USE BY NATURAL AND LEGAL PERSONS IN 2004 AND 2014 (as at 31 December)

		MOTOR VEHICLES	Passenger cars	Special purpose passenger cars	Lorries	Special purpose lorries	Towing vehicles	Service vehicles	Buses	Motorcycles	Mopeds	Agricultural tractors	TRAILERS	ROAD VEHICLES (TOTAL)
2004	Natural persons	1,021,567	881,036	1,075	26,161	3,083	2,892	399	443	10,936	26,745	68,797	25,482	1,047,049
	Legal persons	96,216	52,905	3,150	25,080	3,277	2,685	2,877	1,826	638	1,881	1,897	8,493	104,709
	<b>TOTAL</b>	<b>1,117,783</b>	<b>933,941</b>	<b>4,225</b>	<b>51,241</b>	<b>6,360</b>	<b>5,577</b>	<b>3,276</b>	<b>2,269</b>	<b>11,574</b>	<b>28,626</b>	<b>70,694</b>	<b>33,975</b>	<b>1,151,758</b>
2014	Natural persons	1,233,646	1,012,395	3,896	21,971	1,544	468	555	135	52,975	39,228	100,479	19,653	1,253,299
	Legal persons	139,230	55,967	4,704	47,850	5,738	9,694	5,321	2,424	1,656	1,937	3,939	19,787	159,017
	<b>TOTAL</b>	<b>1,372,876</b>	<b>1,068,362</b>	<b>8,600</b>	<b>69,821</b>	<b>7,282</b>	<b>10,162</b>	<b>5,876</b>	<b>2,559</b>	<b>54,631</b>	<b>41,165</b>	<b>104,418</b>	<b>39,440</b>	<b>1,412,316</b>

Source: SORS

#### GROWTH IN NUMBER OF ROAD VEHICLES IN USE BY NATURAL AND LEGAL PERSONS BETWEEN 2004 AND 2014 (as at 31 December) (in %)



Natural persons ■ Legal persons ■

Source: SORS

owned by natural persons, but in 2014 legal persons registered 95.4% of towing vehicles, 94.7% of buses, 90.6% of service vehicles, 78.8% of special lorries and 68.5% of lorries. Legal persons also own more than half of special passenger cars and trailers. Interestingly, 10 years ago up to three-quarters of trailers were owned by natural persons, despite their typically commercial use. Of all road vehicles owned by natural persons, 98.4% were motor vehicles and just 1.6% were trailers, while vehicles owned by legal persons were 87.6% motor vehicles and 12.4% trailers. Passenger cars were the largest category of motor vehicles owned by both groups, accounting for 86.2% in the case of natural persons and for less than half that figure (40.2%) in the case of legal persons.

The growth in the number of registered vehicles in Slovenia has slowed significantly since the start of the economic crisis. This is a consequence of the decline in new car sales. Another factor that should not be overlooked is the smaller number of older cars being removed from circulation. A consequence of this factor is the ageing of Slovenia's vehicle fleet. Both European and Slovenian policy aim to improve the age structure of the vehicle fleet in order to reduce environmental pollution, taking into account the average age of vehicles, their average lifetime and their achievement of emissions standards. Judging from recent trends, however, this aim is only being achieved slowly. With the number of cars almost doubling in the last 20 years, their average age has increased from year to year. If in 1998 it stood at 6.9 years, by 2014 it had already reached 9.4 years. Last year the number of cars registered for the first time was 81,196, which is 13.6% more than a year earlier but a quarter less than in 2008, when this figure was highest. Three quarters (75%) of first registrations were new cars (compared to 89% 15 years earlier), while a quarter were old cars previously registered in another country. At the end of 2014, 34% of registered cars were more than 12 years old; the percentage of such cars has doubled in the last 20 years. By contrast, the percentage of cars under 3 years old has fallen by half and amounted to just 10.5% in 2014. The picture is similar for all types of road vehicles with the exception of towing vehicles. More than a third of road vehicles were more than 12 years old while only one tenth were less than 3 years old. The oldest vehicles were tractors (79.8% more than 12 years old), while half of passenger cars, motorcycles, mopeds, trailers and special lorries were over 9 years old.

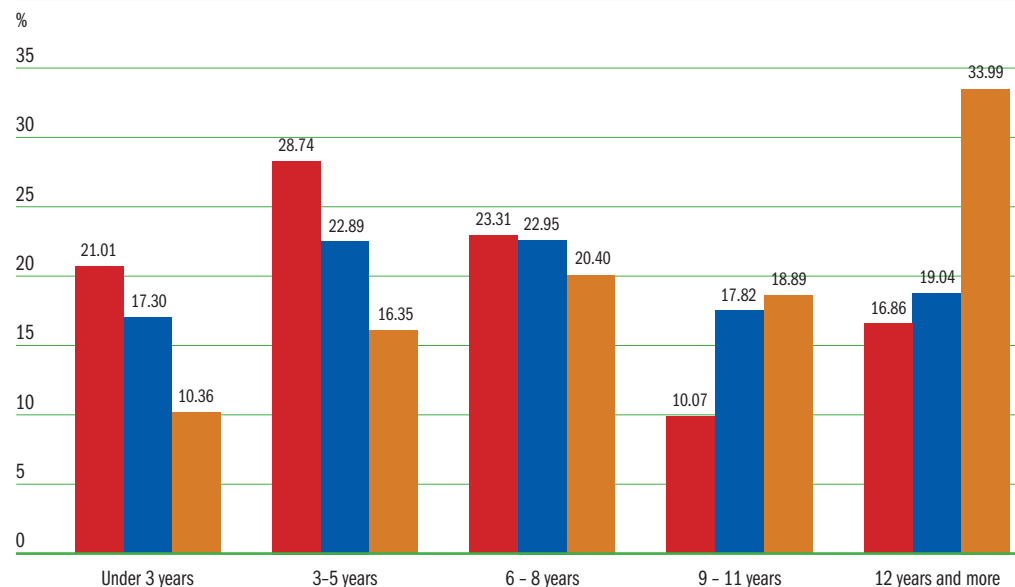
As a result of the increase in the number of vehicles and their increasing age, the number of ELVs is also increasing. European regulations require the establishing of an effective system for the collection and management of ELVs. A total of 6,116 ELVs were decommissioned in 2013, which is considerably less than expectations, given their number (estimated at 30,000 a year). The target percentage for reuse and recovery of ELVs for 2015 was 95%.

#### NUMBER OF ROAD VEHICLES BY AGE IN 2014 (as at 31 December)

	TOTAL	Under 3 years	3-5 years	6-8 years	9-11 years	12 years and more
<b>ROAD VEHICLES (TOTAL)</b>	<b>1,412,316</b>	<b>149,671</b>	<b>216,940</b>	<b>282,230</b>	<b>238,927</b>	<b>524,548</b>
<b>MOTOR VEHICLES</b>	<b>1,372,876</b>	<b>143,874</b>	<b>212,269</b>	<b>273,347</b>	<b>234,411</b>	<b>508,975</b>
Passenger cars	1,068,362	110,676	174,700	217,975	201,852	363,159
Agricultural tractors	104,418	5,220	5,349	6,846	3,712	83,291
Lorries	69,821	10,992	11,402	17,907	11,333	18,187
Motorcycles	54,631	5,828	8,079	13,357	9,548	17,819
Mopeds	41,165	4,923	6,445	8,020	3,827	17,950
<b>TRAILERS</b>	<b>39,440</b>	<b>5,797</b>	<b>4,671</b>	<b>8,883</b>	<b>4,516</b>	<b>15,573</b>
Towing vehicles	10,162	2,635	2,467	3,643	740	677
Special purpose passenger cars	8,600	1,449	1,395	2,190	1,171	2,395
Special purpose lorries	7,282	935	1,016	1,607	1,043	2,681
Service vehicles	5,876	788	975	1,302	780	2,031
Buses	2,559	428	441	500	405	785

Source: SORS

#### PROPORTION OF PASSENGER CARS BY AGE IN 1994, 2004 AND 2014 (as at 31 December) (in %)



1994 ■ 2004 ■ 2014 ■

Source: SORS



With the remarkable increase in road traffic, road safety has become extremely important. Despite the actions taken, however, it remains unsatisfactory. Last year there were 120 fatalities on Slovenia's roads, or 58 per million inhabitants, which is 11.5% more than a year earlier. The number of road deaths has in fact fallen by three quarters over the last 20 years – in 1995 there were 208 fatalities per million inhabitants. Slovenia's target is no deaths or serious injuries from road accidents. Achievement of this target requires the contribution of road network designers and road users alike, through their actions and behaviour. Here it is also necessary to take into account the upgrading and ageing of Slovenia's roads and, at the same time, the increase in the volume of necessary repairs and maintenance work, which the country has difficulty providing at a time of recession. Notwithstanding these considerations, the number of accidents has continued to fall over the last decade, with the exception of last year, when the number of all types of accidents involving death or physical injury increased. The safest roads are motorways, accounting for one tenth of all accidents, although the number of accidents on motorways is falling slowest. Two thirds of all accidents occur in urban areas. The most frequent causes are vehicle manoeuvres (24.1%), excessive speed (17.5%) and wrong-way driving (16.8%), in the regions: Osrednjeslovenska, Podravska and Savinjska.

#### ROAD TRAFFIC ACCIDENTS AND PEOPLE IN ACCIDENTS<sup>1</sup>

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Number of road traffic accidents	32,130	30,999	23,310	20,857	21,603	23,104	22,198	18,950	18,314	17,967
of which involving fatalities	233	264	200	154	127	129	122	116	97	112
of which involving bodily injury	11,407	11,434	8,982	8,616	7,532	7,180	6,827	6,464	6,229	6,480
of which involving material damage	20,490	19,301	14,128	12,087	13,944	15,795	15,249	12,370	11,988	11,375
Number of people in accidents	63,542	60,274	45,277	40,329	40,888	42,532	40,330	34,614	33,426	33,021
of which fatal injured <sup>2</sup>	262	294	214	171	138	141	130	125	108	120
of which seriously injured	1,261	1,305	1,101	1,061	886	932	856	711	835	932
of which slightly injured	15,368	15,184	11,625	11,326	9,594	8,879	8,435	8,099	7,477	7,790
of which without injuries	46,651	43,491	32,337	27,771	30,270	32,580	30,909	25,679	25,006	24,179
Road fatalities per 1m inhabitants	131	146	106	84	67	69	63	61	52	58

<sup>1</sup> Accidents reported to the police in 24 hours from the event.

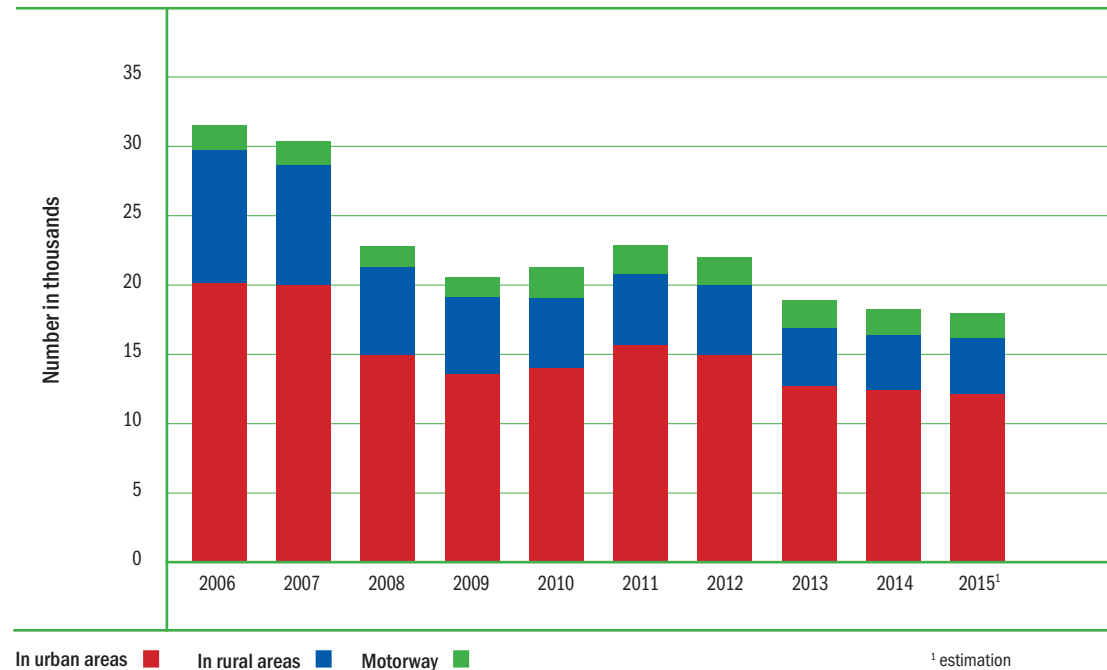
<sup>2</sup> Any person who died immediately or within 30 days as a consequence of a road accident.

Source: MNZ

The number of passenger cars has almost doubled since the beginning of the 1990s. While growth slowed significantly with the onset of the economic crisis, a close connection between car ownership and the trends of modern life is still indicated. A transport policy which fails to promote the use of sustainable modes of transport is another reason why Slovenia is among the countries with the highest increase in the level of motorisation in the last two decades. Following a few years of stagnation during the recession, the level showed a slight increase last year to 527 passenger cars per 1,000 inhabitants or 1.9 inhabitants per passenger car. The average Slovenian household, which last year consisted of 2.5 members, had 1.3 cars, compared to just 0.9 in 1991.

Despite steady – though slow – growth in the number of vehicles, motor insurance premiums written have been declining since 2010. In a period of economic uncertainty, when the purchasing power of the population has weakened, strong competition in the insurance market has seen both a fall in the average premium for an individual type of insurance and a fall in the number of motor insurance policies concluded. Motor insurance premiums written last year amounted to EUR 437 million, the level achieved between 2004 and 2005, but were still three times greater than 20 years ago. Their share in Slovenia's

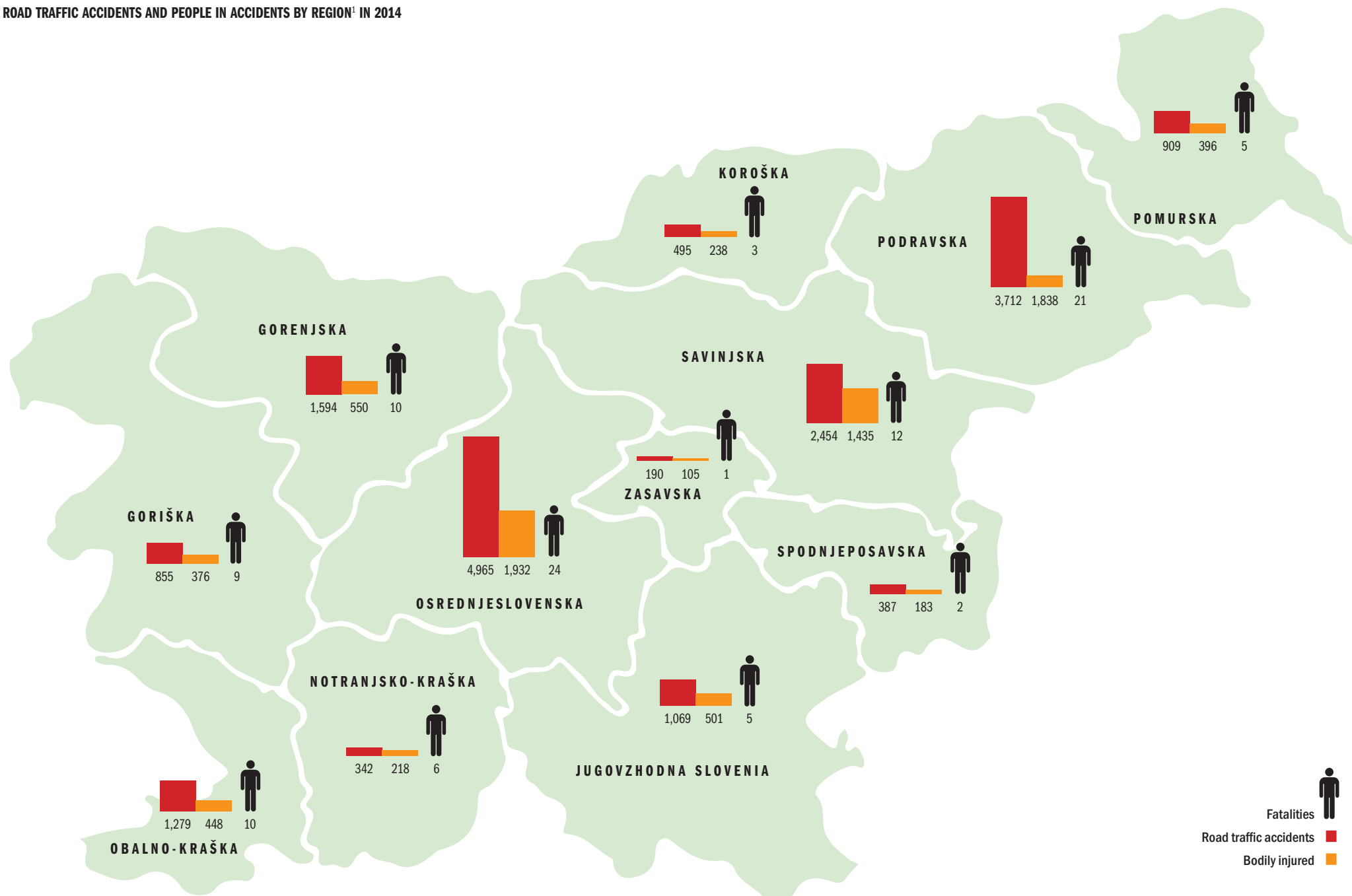
#### BREAKDOWN OF ROAD TRAFFIC ACCIDENTS BY LOCATION



In urban areas ■ In rural areas ■ Motorway ■

<sup>1</sup> estimation

Source: MNZ, SORS



<sup>1</sup> According to Regulation on standard classification of Slovenia's territory.

Source: SORS



## CAUSES OF ROAD TRAFFIC ACCIDENTS

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Wrong-way driving	4,964	4,970	3,702	3,493	3,533	3,269	3,168	3,004	3,000	3,016
Improper overtaking	1,014	985	701	618	535	541	522	438	446	415
Traffic violations	62	62	63	81	75	78	73	59	56	54
Cargo law violations	167	152	110	89	93	101	83	90	102	106
Vehicle code violations	31	55	25	39	37	48	42	44	35	35
Improper pedestrian action	181	180	142	125	128	146	119	102	111	98
Excessive speed	6,324	5,719	4,260	3,958	4,041	3,714	3,643	3,504	3,259	3,139
Failure to observe rules on right of way	4,957	4,589	3,798	3,531	3,379	3,325	2,970	2,698	2,592	2,674
Failure to maintain a suitable safety distance	4,261	3,998	2,792	2,423	2,595	2,729	2,553	2,071	2,006	1,977
Vehicle manoeuvres	7,404	7,437	5,631	4,548	5,196	6,119	5,495	4,697	4,528	4,326
Other	2,765	2,852	2,086	1,952	1,991	3,034	3,530	2,243	2,179	2,127
<b>TOTAL</b>	<b>32,130</b>	<b>30,999</b>	<b>23,310</b>	<b>20,857</b>	<b>21,603</b>	<b>23,104</b>	<b>22,198</b>	<b>18,950</b>	<b>18,314</b>	<b>17,967</b>

Source: MNZ

## BASIC INFORMATION ON MOTOR INSURANCE

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
										number
Population (as at 1 January)	2,003,358	2,010,377	2,025,866	2,032,362	2,046,976	2,050,189	2,055,496	2,058,821	2,061,085	2,062,874
Motorisation rate <sup>1</sup>	489	504	516	521	519	520	519	517	518	527
										EUR m
Motor insurance premiums	480	505	535	543	551	532	498	463	448	437
MTPLI premiums	313	324	330	317	297	278	259	237	221	216
MCI premiums	167	181	205	226	254	254	239	226	227	221
MTPLI+ premiums	40	43	45	45	42	39	36	31	29	28
GDP <sup>2</sup>	31,555	35,153	37,951	36,166	36,252	36,896	35,988	35,908	37,303	38,543
										%
Proportion of motor insurance premiums in GDP	1.52	1.44	1.41	1.50	1.52	1.44	1.38	1.29	1.20	1.13
Proportion of MTPLI premiums in GDP	0.99	0.92	0.87	0.88	0.82	0.75	0.72	0.66	0.59	0.56
Proportion of MCI premiums in GDP	0.53	0.51	0.54	0.62	0.70	0.69	0.66	0.63	0.61	0.57
Proportion of MTPLI+ premiums in GDP	0.13	0.12	0.12	0.12	0.12	0.11	0.10	0.09	0.08	0.07

<sup>1</sup> Number of passenger cars per 1,000 inhabitants.

<sup>2</sup> Based on the methodological framework of European System of Accounts (ESA 2010).

Source: MZI, SIA, SORS

GDP is also falling. Last year it was just 1.1%, which is the lowest figure in the last two decades. Since premiums from MTPLI are falling faster than MCI premiums, the latter overtook the former for the first time in 2014. All this shows is that the insurance segment in question, which is one of the most important, since it accounts for one third of non-life insurance and at the same time just under a quarter of all insurance, is, alongside life insurance, the most sensitive to the state of the national economy.

The most developed method of insurance sales in Slovenia is via agents, something that also applies to motor insurance. For the last decade, despite the development of alternative methods of selling, half the insurance of this type has been sold through the internal agent network, while the development of sales

via technical services has seen a growth in the share of external agents, who last year generated 38.7% of motor insurance premiums. As a result, fewer premiums are written by brokers, whose share has fallen from 13.9% in 2005 to just 3.5% in 2015. The share of motor insurance in the total policies sold by insurance brokers has more than halved. A further category consists of over-the-counter sales, which accounted for 6% of motor insurance sold last year. The share of other selling methods is negligible. Even so, car insurance is important in sales by other unrestricted methods, since last year it accounted for as much as a quarter of premiums written in this way, while in the past car insurance has accounted for a significant proportion of telephone and internet sales.

#### BREAKDOWN OF MOTOR INSURANCE PREMIUMS BY DISTRIBUTION CHANNEL (in %)

		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Employed	Counter sales	6.15	7.33	7.65	5.81	5.52	5.25	5.37	5.95	6.03	6.02
	Telephone, internet	0.00	0.13	0.43	0.47	0.50	0.33	0.39	0.34	0.40	0.37
Agents	Internal	50.13	49.41	49.59	51.01	51.61	51.30	50.46	49.70	49.20	49.47
	External	27.30	26.55	25.23	25.18	37.48	37.64	38.41	38.82	38.48	38.72
Brokers		13.83	13.55	14.37	15.46	2.53	3.09	2.96	2.87	3.90	3.48
Bankassurance		0.18	0.33	0.42	0.47	0.49	0.47	0.41	0.37	0.45	0.45
Other		2.41	2.70	2.31	1.60	1.87	1.92	2.00	1.95	1.54	1.49
<b>TOTAL</b>		<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

Source: SIA

#### PROPORTION OF MOTOR INSURANCE PREMIUMS IN A SPECIFIC DISTRIBUTION CHANNEL (in %)

		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Employed	Counter sales	13.13	13.89	14.02	11.90	7.57	7.26	6.80	6.49	6.48	6.73
	Telephone, internet	0.08	61.99	71.53	66.31	55.18	28.35	28.40	17.55	9.24	7.24
Agents	Internal	30.63	30.91	31.66	32.77	38.21	38.44	33.49	32.39	32.57	32.66
	External	43.74	38.16	36.85	34.52	37.90	36.86	35.56	33.45	29.04	28.40
Brokers		39.26	37.75	33.38	32.01	11.27	12.64	11.46	11.07	19.73	16.05
Bankassurance		2.15	3.31	3.75	5.57	6.74	4.97	4.12	3.19	3.05	2.54
Other		10.18	9.36	8.06	5.50	6.41	5.84	28.90	28.17	23.20	24.04
<b>TOTAL</b>		<b>29.41</b>	<b>28.00</b>	<b>27.54</b>	<b>27.48</b>	<b>27.28</b>	<b>26.60</b>	<b>26.20</b>	<b>24.53</b>	<b>23.70</b>	<b>23.36</b>

Source: SIA





## 1. Motorisation rate

In 2013 there were 250 million passenger cars registered in the EU, or 494 per 1,000 inhabitants. The figure for Europe as a whole was almost 334 million. This makes Europe the largest car market in the world. The level of motorisation is also a reflection of the economic development of a country and is highest in the richest countries and lowest in the countries that are among the least developed in terms of economic power. Owing to the specific characteristics of national transport policies, it is at the same time much lower than expected in some of the most highly developed countries, for example the Netherlands. Over the last 20 years the level of motorisation has increased throughout Europe, with the biggest increase in the countries that joined the EU between 2004 and 2007. Among these countries is Slovenia, which has exceeded the European average for a number of years now, although the number of passenger cars per inhabitant has stagnated during the recent recession. Growth is also slowing down in other countries, particularly the more developed EU member states, where the level of motorisation is relatively high but where more sustainable forms of transport are simultaneously being developed. At the same time, the average age of cars is increasing. In 2013 the average age of cars in the EU was 9.5 years (compared to 8.4 years in 2006). The Baltic countries have the oldest vehicle fleet, while Italy, Germany and the United Kingdom have the youngest. Notwithstanding these considerations, road safety in the EU is improving, with both the number of road accidents and the number of fatalities resulting from such accidents decreasing (2004: 47,300; 2014: 25,900). Half of these fatalities were drivers, 39.1% were pedestrians and 10.1% were passengers. The biggest reduction over the last 20 years has been in the number of motorcyclists killed. The highest concentration of road accidents in the EU is on Fridays between 3.00 and 7.00 p.m. in the period July–October, in rural areas in dry conditions.

## MOTORISATION RATE BY SELECTED COUNTRIES

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
ITALY	587	599	608	613	616	616	621	625	624	619
AUSTRIA	501	507	509	513	516	523	532	539	545	549
GERMANY	550	559	565	500	503	509	517	525	541	545
<b>SLOVENIA</b>	<b>468</b>	<b>481</b>	<b>489</b>	<b>504</b>	<b>516</b>	<b>521</b>	<b>519</b>	<b>520</b>	<b>519</b>	<b>517</b>
BELGIUM	467	465	469	473	477	480	487	487	486	487
FRANCE	476	480	481	482	482	483	484	486	484	483
NETHERLANDS	429	435	443	452	460	462	467	472	473	473
GREECE	372	383	404	437	453	462	474	472	471	470
<b>IE</b>	<b>413</b>	<b>415</b>	<b>423</b>	<b>432</b>	<b>438</b>	<b>444</b>	<b>449</b>	<b>454</b>	<b>459</b>	<b>463</b>
CROATIA	308	321	333	346	356	356	352	354	338	340
HUNGARY	280	286	293	299	304	300	298	295	301	307

Source: ACEA, Eurostat, IE

## MOTORISATION RATE GROWTH BY SELECTED COUNTRIES BETWEEN 2003 AND 2013 (in %)



Source: ACEA, Eurostat, IE



## 2. Motor insurance premiums

With the increase in the number of registered vehicles, an increase in motor insurance premiums written can also be expected. According to figures from the European insurance and reinsurance federation IE, premiums from motor insurance increased by 7.1% in the period 2004–2014. This is above all a consequence of the 20% increase in the volume of MCI, since the volume of MTPLI has remained relatively stable, given the reduction in the number of road accidents over the same period, the increasing competition and the economic crisis affecting some countries. The countries with the highest level of motorisation have the highest premiums from motor insurance – France, Italy, Germany, Spain and the United Kingdom together generate as much as 67% of the total European market. Movements in premiums vary from country to country. In some countries the decline during the economic crisis has been particularly sharp (above all in Greece, Hungary, Slovenia and Croatia), while periodic fluctuations in growth are noted in all countries. The exception is Belgium, which is the only one of the countries under observation to record a positive trend throughout the period surveyed, and also the country that has seen the largest increase in premiums written. Last year it was Germany that saw the biggest growth in premiums (4.5%), while the biggest fall was recorded in Greece (-20.3%).

## MOTOR INSURANCE PREMIUMS<sup>1</sup> (in EUR m)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<b>IE</b>	<b>124,110</b>	<b>124,399</b>	<b>125,795</b>	<b>125,412</b>	<b>122,777</b>	<b>125,000</b>	<b>128,460</b>	<b>130,795</b>	<b>130,274</b>	<b>130,800</b>
GERMANY	22,005	21,221	20,800	20,372	20,057	20,158	20,887	21,989	23,260	24,300
FRANCE	17,860	17,729	17,703	17,878	17,836	18,311	18,921	19,476	19,690	20,070
ITALY	21,352	21,612	21,524	20,845	20,126	19,863	20,685	20,224	18,678	17,598
NETHERLANDS	4,565	4,662	4,669	4,631	4,539	4,635	4,587	4,500	4,375	3,938
BELGIUM	2,983	3,034	3,089	3,144	3,208	3,331	3,471	3,537	3,579	3,620
AUSTRIA	2,841	2,883	2,884	2,853	2,818	2,824	2,875	2,955	2,992	3,063
GREECE	1,218	1,231	1,592	1,650	1,881	1,954	1,827	1,550	1,306	1,041
HUNGARY	886	928	921	857	783	728	547	510	488	487
<b>SLOVENIA<sup>2</sup></b>	<b>456</b>	<b>483</b>	<b>522</b>	<b>555</b>	<b>565</b>	<b>557</b>	<b>537</b>	<b>502</b>	<b>464</b>	<b>449</b>
CROATIA	422	460	518	554	538	512	495	484	475	402

<sup>1</sup> Without data of branches of foreign companies.

<sup>2</sup> Total premium from statistical forms ST-3 and ST-10.

Source: IE

## MOTOR INSURANCE PREMIUMS GROWTH BETWEEN 2004 AND 2014 (in %)



### 3. Motor insurance density

In countries where a decline in insurance premiums was recorded during the period surveyed, there was a similar fall in per capita motor insurance premiums or insurance density. Due to the effects of competition, per capita premiums in the EU in 2014 were just EUR 5 higher than a decade earlier; likewise in Slovenia, which with a per capita premium of EUR 218 exceeded Greece, Croatia and Hungary, of the countries observed. Hungary collected motor insurance premiums of just EUR 49 per capita, which is 4.4 times less than in Slovenia and 7.3 times less than in Austria, where people spent the most on motor insurance, on average EUR 360. By way of comparison – the average insurance claim paid in Europe was EUR 166. The highest growth in insurance density during the period surveyed was in Belgium (14.6%), followed by Germany (10.3%) and France (7.8%), which indicates that the rapid growth in insurance density in the countries that became newly independent at the end of the last century has stalled. In 2014 insurance density increased most in Germany (4.2%) and decreased most in Greece (-19.1%).

### MOTOR INSURANCE PREMIUMS PER CAPITA<sup>1</sup> (insurance density) (in EUR)

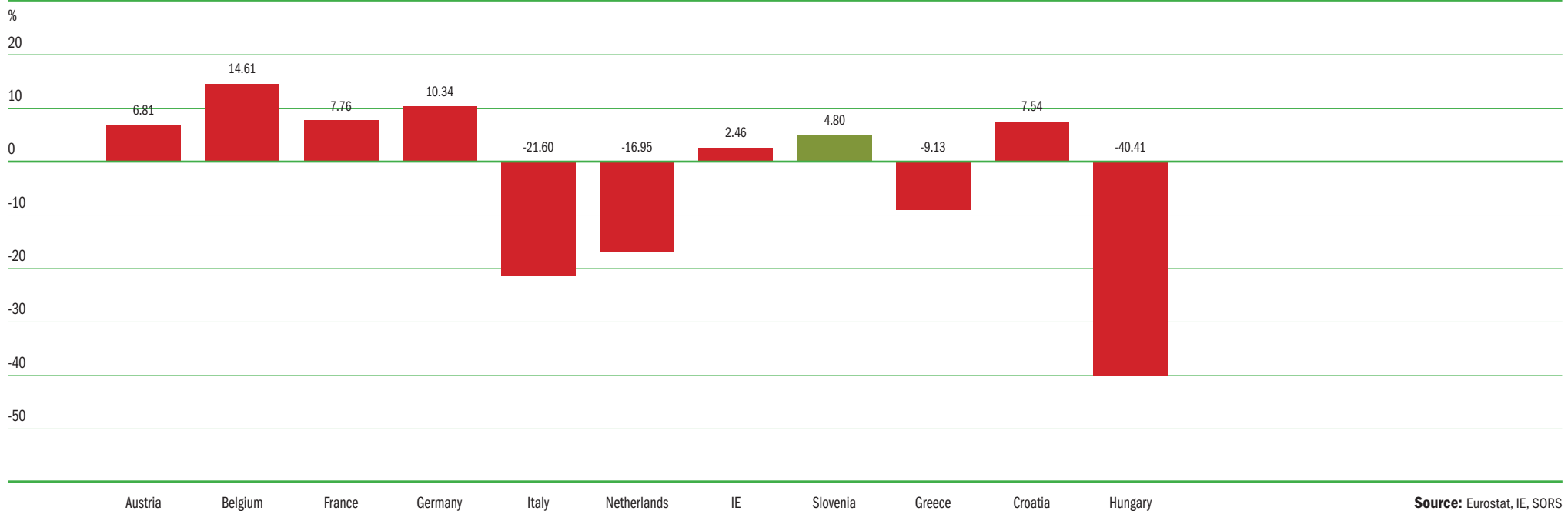
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
AUSTRIA	346	349	348	343	338	338	343	351	354	360
BELGIUM	286	289	292	295	298	307	316	319	321	323
FRANCE	285	280	278	279	277	283	291	298	300	305
GERMANY	267	257	253	248	245	246	255	274	289	301
ITALY	369	372	370	355	341	336	348	341	313	290
NETHERLANDS	280	285	285	282	275	280	275	269	261	234
<b>IE</b>	<b>217</b>	<b>217</b>	<b>218</b>	<b>216</b>	<b>210</b>	<b>213</b>	<b>218</b>	<b>222</b>	<b>220</b>	<b>220</b>
<b>SLOVENIA<sup>2</sup></b>	<b>228</b>	<b>241</b>	<b>260</b>	<b>274</b>	<b>278</b>	<b>272</b>	<b>262</b>	<b>244</b>	<b>225</b>	<b>218</b>
GREECE	111	112	144	149	170	176	164	140	119	95
CROATIA	98	107	120	128	125	119	115	113	111	95
HUNGARY	88	92	91	85	78	73	55	51	49	49

<sup>1</sup> Without data of branches of foreign companies.

<sup>2</sup> Total premium from statistical forms ST-3 and ST-10.

**Source:** Eurostat, IE, SORS

### MOTOR INSURANCE DENSITY GROWTH BETWEEN 2004 AND 2014 (in %)



#### 4. Motor insurance premiums as a proportion of non-life insurance

According to IE figures, motor insurance accounts for the largest share (28.8%) in the group of non-life insurance in Europe. This proportion has fallen by more than 5 percentage points over the last 10 years, as a consequence of the high growth of other types of non-life insurance in comparison to motor insurance. Differences between countries are due to differences in regulations, transport policy and also the economic situation, all of which has an effect on the sale of individual types of insurance. Greece tops the list in the period surveyed with a share of almost two thirds, followed by Italy and Croatia. Slovenia, with a share of 32.6% in 2014, is above the European average, while after remaining at a constant level a decade ago its share is decreasing in a uniform manner. In Germany, despite the relatively high level of motorisation, motor insurance only accounts for a quarter of non-life insurance, since the market in health insurance and other non-life insurance is well developed. The proportion is lowest in the Netherlands, where health insurance is strongly developed as a result of the privatisation of healthcare system.

#### PROPORTION OF MOTOR INSURANCE PREMIUMS IN NON-LIFE INSURANCE PREMIUMS<sup>1</sup> (in %)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
GREECE	61.27	59.76	63.88	63.56	65.45	66.69	66.92	64.88	62.46	58.98
ITALY	58.81	58.21	57.16	55.65	54.86	55.79	56.89	57.11	55.42	53.65
CROATIA	57.04	56.22	57.69	57.07	56.73	55.69	55.57	55.62	55.41	51.94
HUNGARY	58.29	57.04	55.42	53.26	50.48	50.42	45.13	40.40	38.40	39.18
<b>SLOVENIA<sup>2</sup></b>	<b>42.14</b>	<b>40.76</b>	<b>40.62</b>	<b>40.31</b>	<b>39.24</b>	<b>38.73</b>	<b>37.21</b>	<b>34.84</b>	<b>33.10</b>	<b>32.56</b>
BELGIUM	34.47	33.32	32.40	31.67	31.86	32.21	32.88	32.34	31.84	31.63
AUSTRIA	34.77	34.30	33.27	32.23	31.31	30.73	30.38	30.28	29.70	29.56
<b>IE</b>	<b>32.99</b>	<b>30.44</b>	<b>30.61</b>	<b>30.96</b>	<b>29.66</b>	<b>29.13</b>	<b>29.02</b>	<b>28.94</b>	<b>28.93</b>	<b>28.75</b>
FRANCE	32.35	31.16	30.18	29.39	28.90	28.87	28.92	28.59	28.26	28.17
GERMANY	26.60	25.42	24.77	23.98	23.28	22.78	22.88	23.33	24.11	24.62
NETHERLANDS <sup>3</sup>	19.27	9.74	9.62	8.89	8.52	8.23	8.07	8.01	7.65	6.99

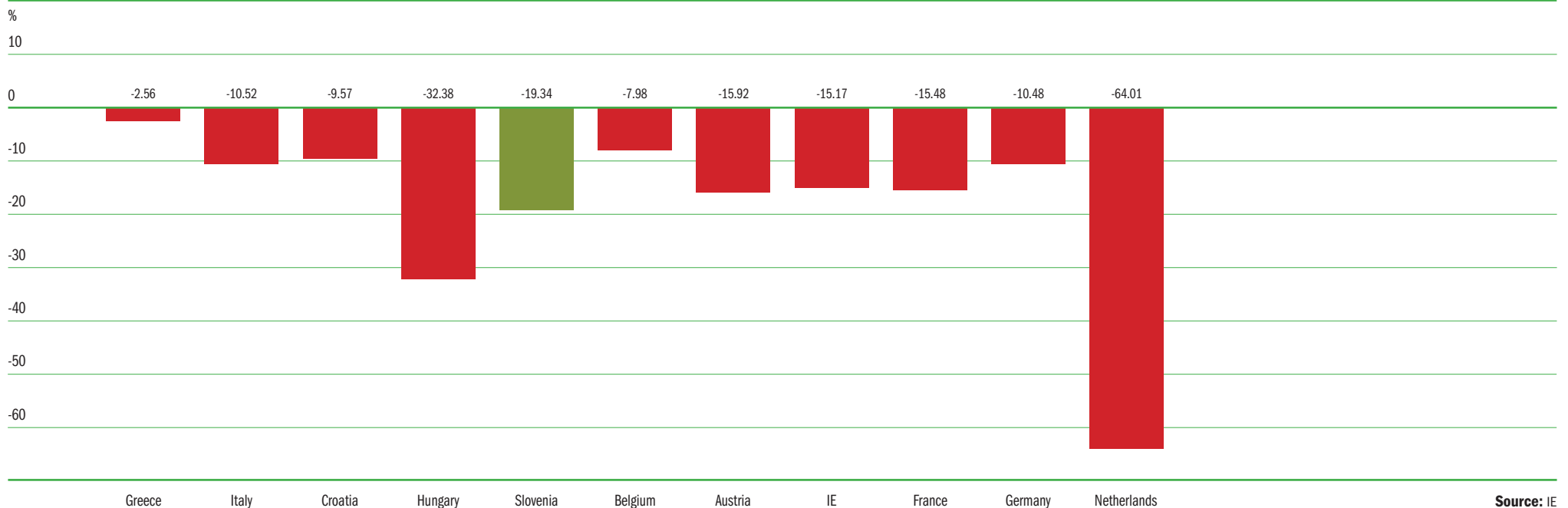
<sup>1</sup> Without data of branches of foreign companies.

<sup>2</sup> Total premium from statistical forms ST-3 and ST-10.

<sup>3</sup> Decline in 2006 is a result of high growth of health insurance as a consequence of privatisation of health system at that time.

Source: IE

#### GROWTH IN PROPORTION OF MOTOR INSURANCE PREMIUMS IN NON-LIFE INSURANCE PREMIUMS BETWEEN 2004 AND 2014 (in %)



Source: IE



## 5. Insurance penetration

The share of motor insurance premiums in GDP is not dependent either on economic development or the level of motorisation. For this reason the classification of countries by this indicator is completely different from other classifications. Slovenia has been at the top of the list of selected countries for a number of years, which further confirms that motor insurance is an important form of insurance in Slovenia both by volume and by economic power. With a rate of 1.2%, the decline in insurance penetration seen over the past few years continued in 2014. The share of motor insurance in GDP is also gradually falling in other countries, which is reflected in a decrease of the European average by 0.2 percentage points or 17.5% over the last decade. The decline is particularly notable in Hungary, where the rate has more than halved, to just 0.5%, and represents the lowest rate of insurance penetration in 2014. Greece was the only country among those observed where this indicator showed a predominantly positive trend during this period, but a significant drop the previous year meant that it ended up at the same level as a decade earlier and thus remained among the lowest.

## PROPORTION OF MOTOR INSURANCE PREMIUMS IN GDP<sup>1</sup> (insurance penetration) (in %)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<b>SLOVENIA<sup>2</sup></b>	<b>1.56</b>	<b>1.53</b>	<b>1.48</b>	<b>1.46</b>	<b>1.56</b>	<b>1.54</b>	<b>1.46</b>	<b>1.39</b>	<b>1.29</b>	<b>1.20</b>
ITALY	1.43	1.40	1.34	1.28	1.28	1.24	1.26	1.25	1.16	1.09
FRANCE	1.01	0.96	0.91	0.90	0.92	0.92	0.92	0.93	0.93	0.94
CROATIA	1.16	1.14	1.18	1.15	1.19	1.14	1.11	1.10	1.09	0.93
AUSTRIA	1.12	1.08	1.02	0.98	0.98	0.96	0.93	0.93	0.93	0.93
BELGIUM	0.96	0.93	0.90	0.89	0.92	0.91	0.92	0.91	0.91	0.90
<b>IE</b>	<b>0.99</b>	<b>0.94</b>	<b>0.90</b>	<b>0.89</b>	<b>0.92</b>	<b>0.89</b>	<b>0.88</b>	<b>0.88</b>	<b>0.87</b>	<b>0.85</b>
GERMANY	0.96	0.89	0.83	0.80	0.82	0.78	0.77	0.80	0.82	0.83
NETHERLANDS	0.84	0.80	0.76	0.72	0.74	0.73	0.71	0.70	0.67	0.59
GREECE	0.61	0.57	0.68	0.68	0.79	0.86	0.88	0.81	0.72	0.59
HUNGARY	0.98	1.02	0.91	0.80	0.84	0.74	0.54	0.52	0.48	0.47

<sup>1</sup> Without data of branches of foreign companies.

<sup>2</sup> Total premium from statistical forms ST-3 and ST-10.

Source: Eurostat, IE, SORS

## MOTOR INSURANCE PENETRATION GROWTH BETWEEN 2004 AND 2014 (in %)





# MOTOR THIRD-PARTY LIABILITY INSURANCE (MTPLI)

## INSURANCE COMPANIES PROVIDING MTPLI

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Adriatic Slovenica, Zavarovalna družba d. d.	•	•	•	•	•	•	•	•	•	•
Allianz zavarovalnica, podružnica Ljubljana									•	•
ERGO zavarovalnica, podružnica v Sloveniji							•	•	•	•
GENERALI zavarovalnica, d. d.	•	•	•	•	•	•	•	•	•	•
GRAWE Zavarovalnica, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Maribor, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Tilia, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Triglav, d. d.	•	•	•	•	•	•	•	•	•	•

Source: SIA



Insuring the owners of motorised road vehicles against liability for damage or injury caused to third parties is an important segment of the Slovenian insurance market which has accounted for, on average, one fifth of total non-life insurance premiums written over the last 10 years and one seventh of the total insurance portfolio. Last year, having occupied the leading position in the early 1990s, MTPLI was in fourth place with an 11% share of total premiums (including life insurance).

While the number of registered road vehicles has continued to grow ever since independence, the number of MTPLI contracts concluded shows fluctuation. This is particularly evident in the period of the last recession. Insurance is concluded annually and on a short-term basis, for which reason the number of insurance contracts concluded regularly exceeds the number of registered vehicles, which last year, given more favourable economic conditions and higher consumer spending, saw the biggest increase since 2009. This resulted in a 1.8% growth in the number of insurance contracts concluded, bringing the total to 1,615,659, which is 19.7% more than a decade ago and 52.5% more than in 1995. Average year-on-year growth in the number of insurance policies was positive during the period surveyed (1.9%), while negative growth of 1.4% was recorded in claims.

The downward trend in the number of claims over the last decade contributed to an improvement in the claims frequency, which at 3.4% is comparable to the value of this indicator in the early 1990s and 1.4 percentage points lower than in 2005. Figures for the number of insurance policies include short-term insurance, for which reason the presented results are lower than they would be otherwise.

Increasing competition in the motor insurance market is reflected in a fall in the price of insurance, which affects both the average premium and the total gross MTPLI premiums written. Last year, despite the increase in the number of MTPLI contracts, this figure fell by 2.3% to the 2002 level. Average annual growth in premiums written was -3% over the last decade, while growth in claims paid was -2.2%. The difference between the absolute amount of premiums and claims is slowly reducing. Premiums were 61% higher last year and 74% higher a decade ago. As a result, the paid claims ratio is worsening. Last year saw the worst ratio in the time series (62.3%), while in 2006 it was the best it has been since Slovenia became independent (54.1%). Better than this over the last few years has been the incurred claims ratio, since the calculation of the latter also takes into account unearned premium, technical provisions and costs. Though it has improved over the course of 20 years of fluctuations, in recent years it has begun to grow again.

Last year an individual paid an average of EUR 133 for MTPLI, the same as in 2001. Since reaching a peak of EUR 220 in 2005, the average MTPLI premium paid has been falling for a whole decade by on average 4.8% a year. On the other hand the growth in the average gross claim paid in the observation period has been variable, though nevertheless characterised by a downward trend of on average 0.7% a year. It reached its lowest level in the entire decade last year (EUR 2,437), when as a result of the great difference between the number of insurance policies and the number of claims it was approximately 18 times higher than the average premium.

## DATA ON MTPLI

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
										number
Number of contracts	1,421,782	1,489,641	1,541,403	1,546,221	1,670,717	1,616,487	1,633,667	1,623,730	1,586,672	1,615,659
Number of claims paid	66,369	65,161	63,168	67,871	60,749	57,466	51,901	53,377	52,524	55,095
										EUR
Premiums	310,772,396	323,893,803	329,804,962	317,368,287	297,124,509	277,714,087	258,957,445	236,911,443	220,782,443	215,678,615
Claims paid	168,045,055	177,464,308	180,060,995	180,216,757	165,390,454	151,673,340	140,892,779	141,184,348	131,114,916	134,274,721
Average premium	219	217	214	205	178	172	159	146	139	133
Average claim paid	2,532	2,723	2,851	2,655	2,723	2,639	2,715	2,645	2,496	2,437
Insurance density	155.13	161.11	162.80	156.16	145.15	135.46	125.98	115.07	107.12	104.55
										%
Claims frequency	4.67	4.37	4.10	4.39	3.64	3.55	3.18	3.29	3.31	3.41
Paid claims ratio	54.07	54.79	54.60	56.78	55.66	54.61	54.41	59.59	59.39	62.26
Incurred claims ratio	65.67	68.02	53.80	62.53	50.83	56.54	43.37	51.51	57.18	58.03
Proportion of MTPLI in non-life premiums	26.23	25.21	23.96	22.00	20.66	19.10	17.77	16.63	15.75	15.30
Proportion of MTPLI in non-life claims paid	21.01	20.60	17.54	17.14	16.59	16.07	14.76	14.57	13.89	14.29
Proportion of MTPLI in total premiums	18.01	17.10	16.34	15.31	14.19	13.52	12.61	11.98	11.39	10.92
Proportion of MTPLI in total benefits and claims paid	17.70	17.34	14.95	14.53	13.31	11.77	10.15	10.37	9.89	9.94
The share of costs for obtaining MTPLI in MTPLI premiums	8.68	10.27	10.67	10.88	11.82	12.48	12.79	15.79	16.13	16.01

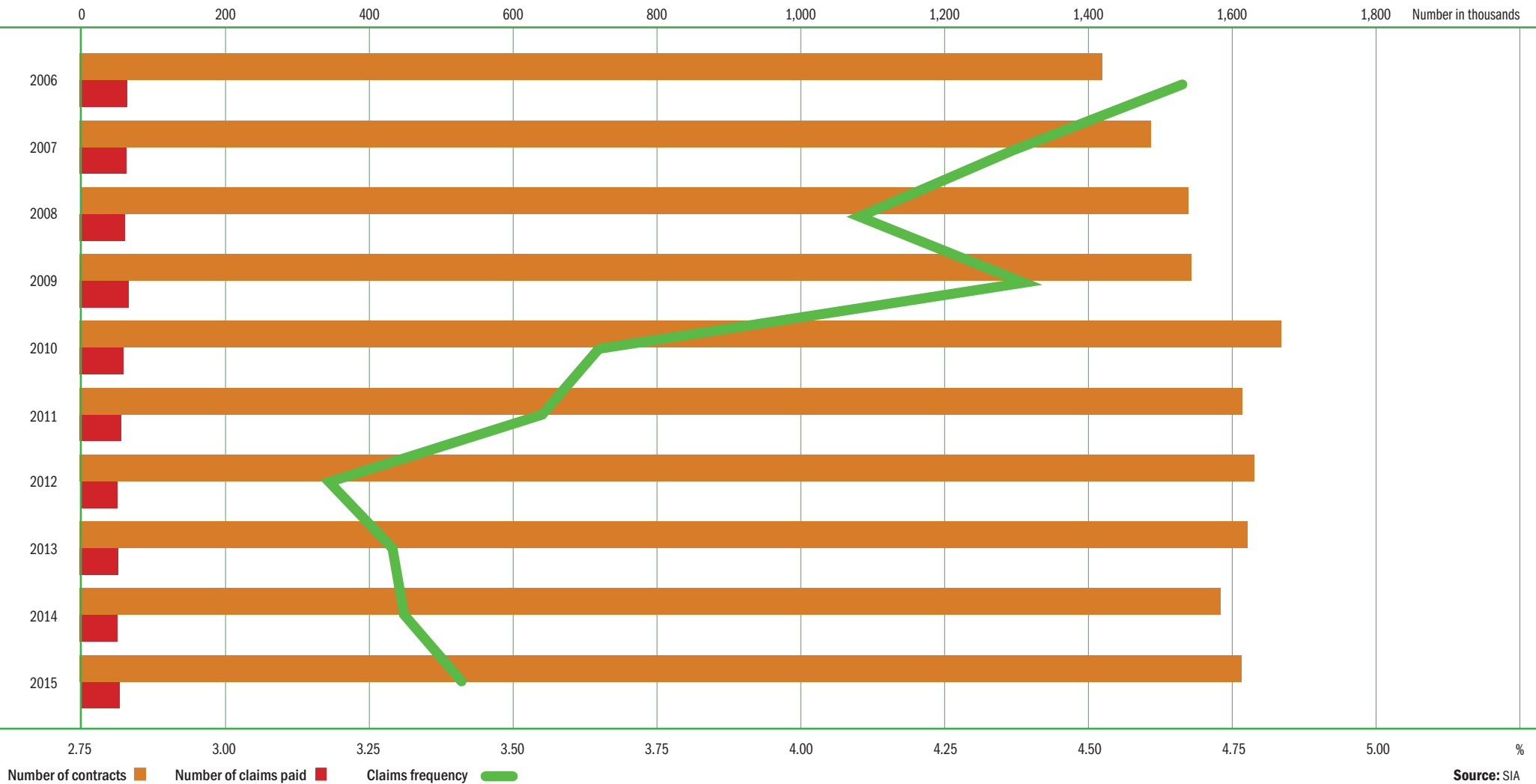
Source: SIA, SORS

In terms of premiums written, the share of MTPLI is decreasing as other types of insurance develop. Last year it accounted for 15.3% of the non-life insurance category, which is 44% less than a decade earlier. The proportion of premiums regularly exceeds the proportion of claims paid for MTPLI, both in the overall portfolio and in the insurance category. The latter amounted to 14.3% last year and, following several years of decline, was 2.9% up on the previous year.

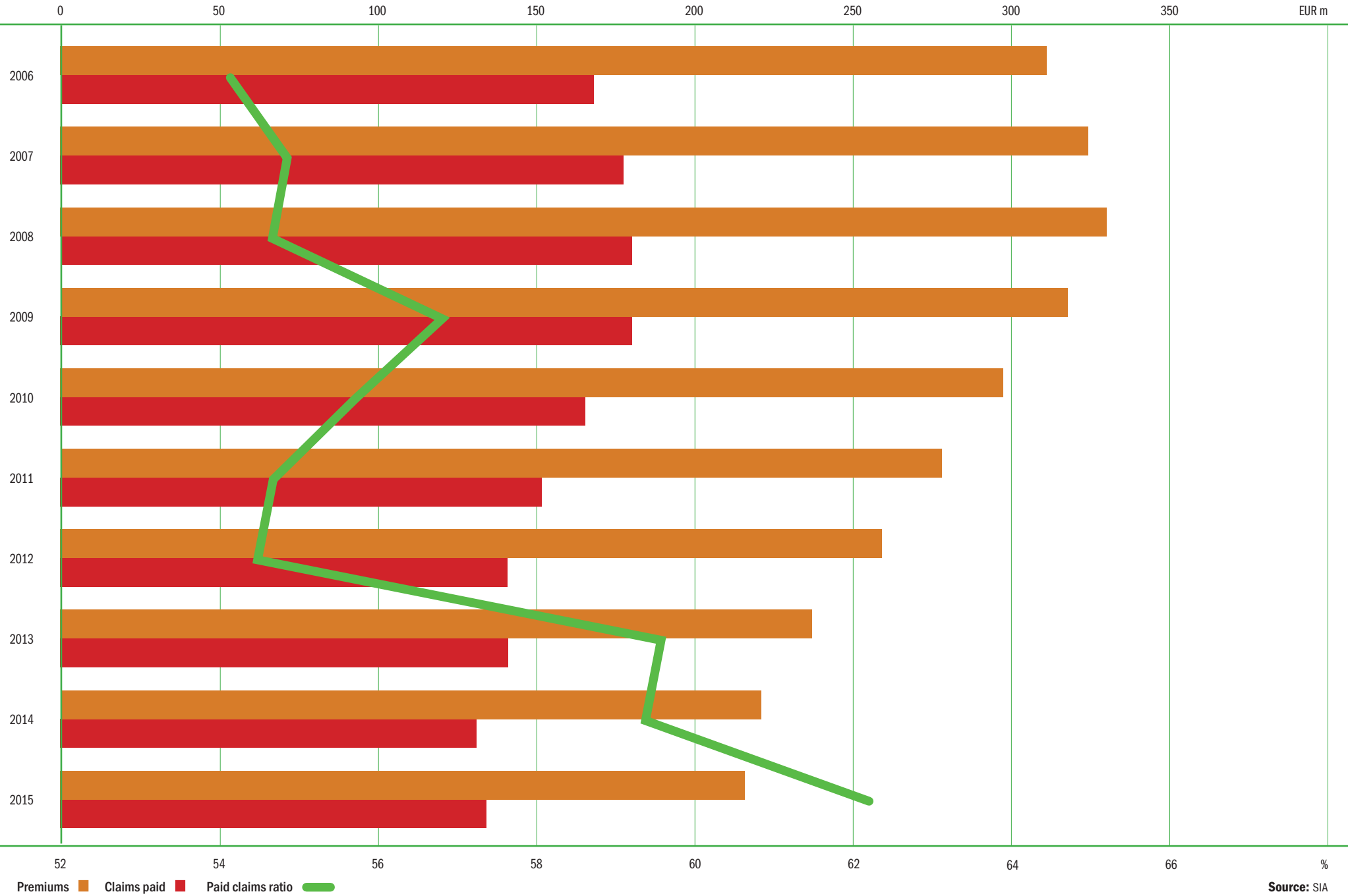
The share of costs for obtaining MTPLI in premiums also increased last year for the ninth year in a row. At 16% it reached its highest level since the beginning of statistical observation at the SIA.

Following the start of the economic crisis, motor insurance was among the first forms of insurance to record a drop in premiums. At the same time, the population continued to grow, resulting in an average annual decrease in MTPLI density of 3.4% over the period surveyed. Last year the situation improved, since after 5 years of a decrease of more than 6%, it only fell by 2.4%. Its average value in the period surveyed amounts to EUR 136.9.

**NUMBER OF MTPLI CONTRACTS, CLAIMS PAID AND CLAIMS FREQUENCY**



MTPLI PREMIUMS, CLAIMS PAID AND PAID CLAIMS RATIO



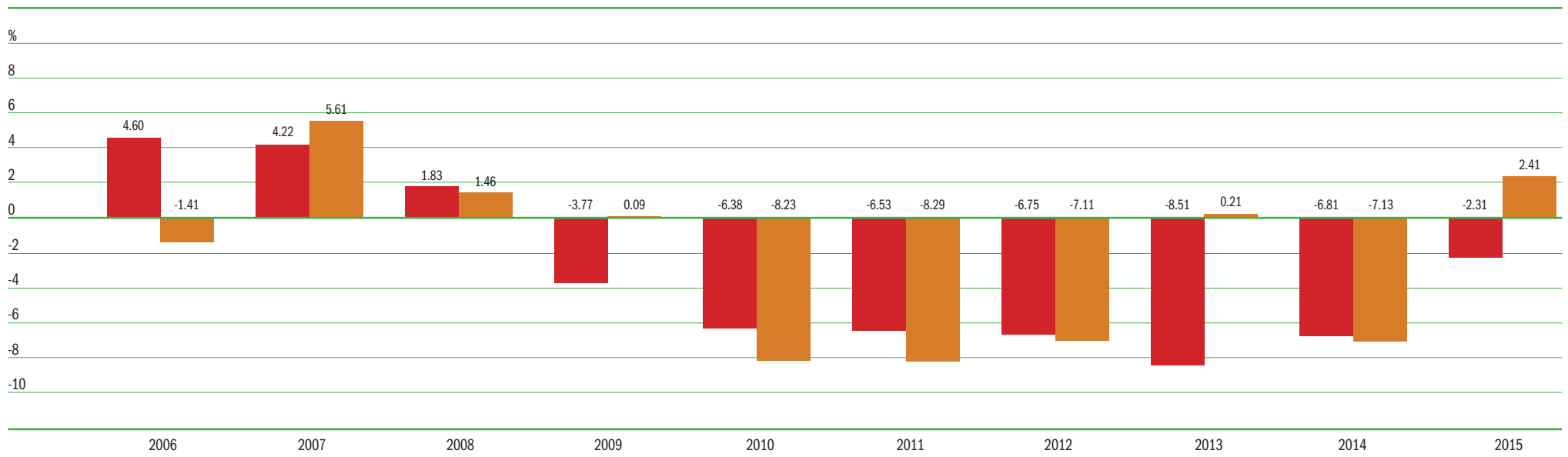
**GROWTH IN NUMBER OF MTPLI CONTRACTS AND CLAIMS PAID (in %)**



Growth in number of contracts ■ Growth in number of claims paid ■

Source: SIA

**MTPLI PREMIUMS AND CLAIMS PAID GROWTH (in %)**

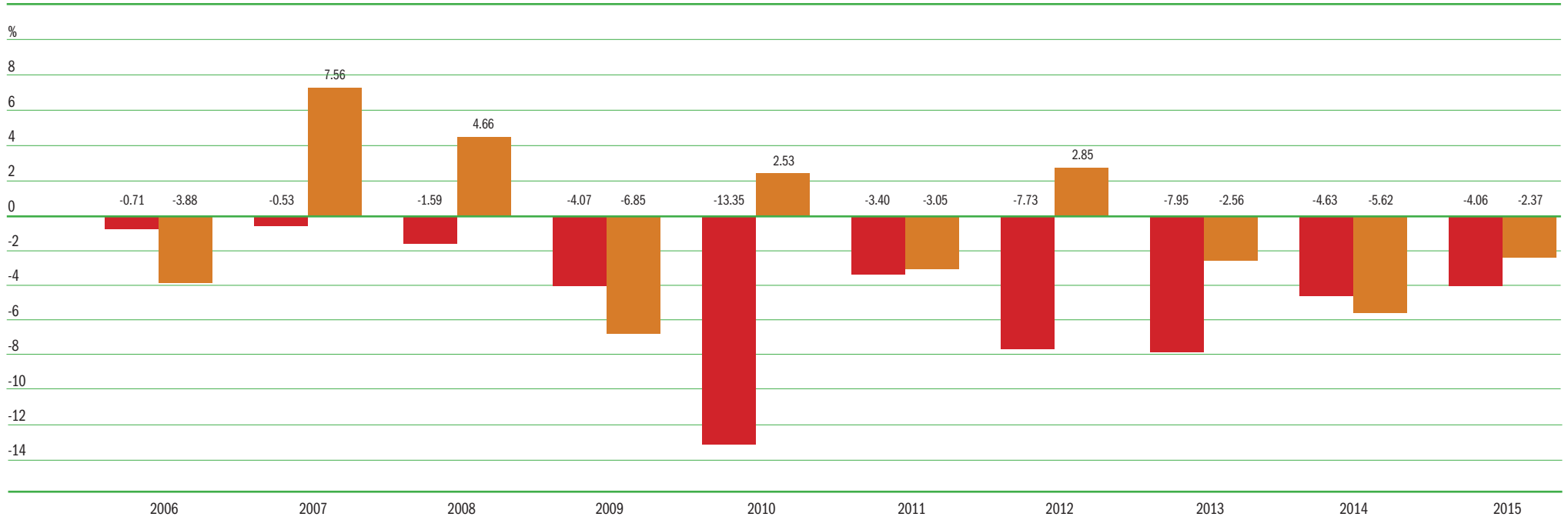


Premiums growth ■ Claims paid growth ■

Source: SIA



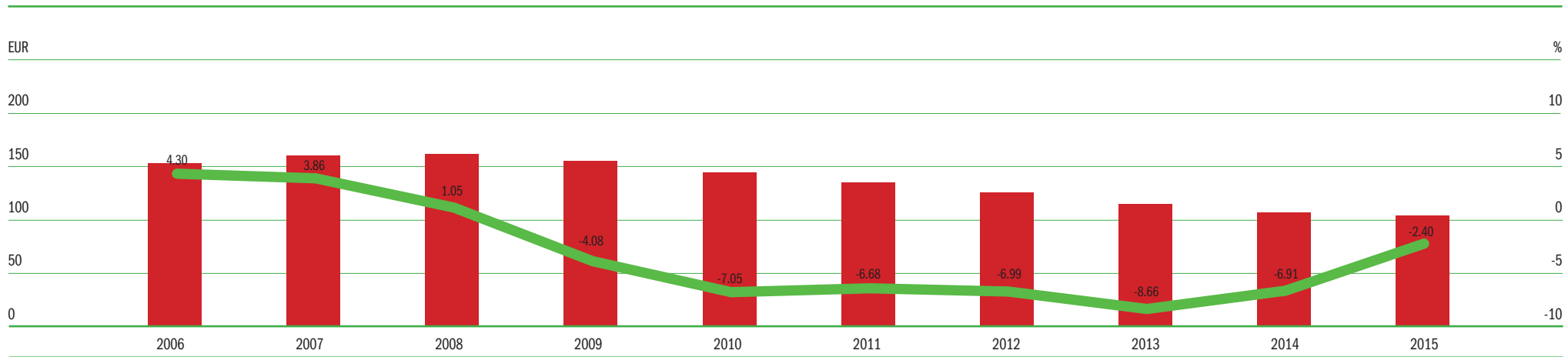
**AVERAGE MTPLI PREMIUM AND CLAIM PAID GROWTH (in %)**



Average premium growth ■ Average claim paid growth ■

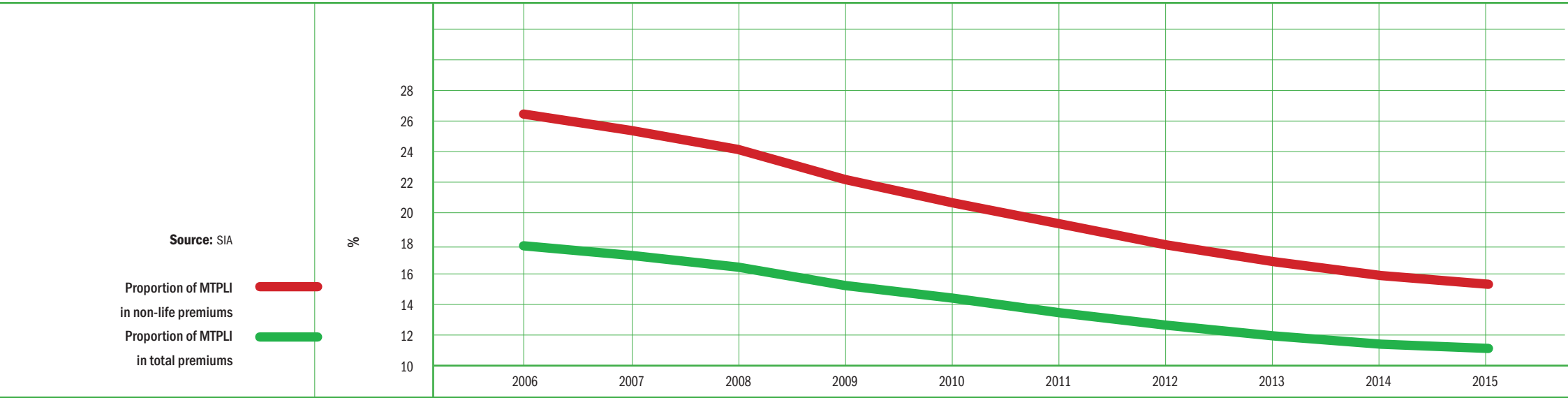
Source: SIA

**MTPLI INSURANCE DENSITY AND ITS GROWTH**

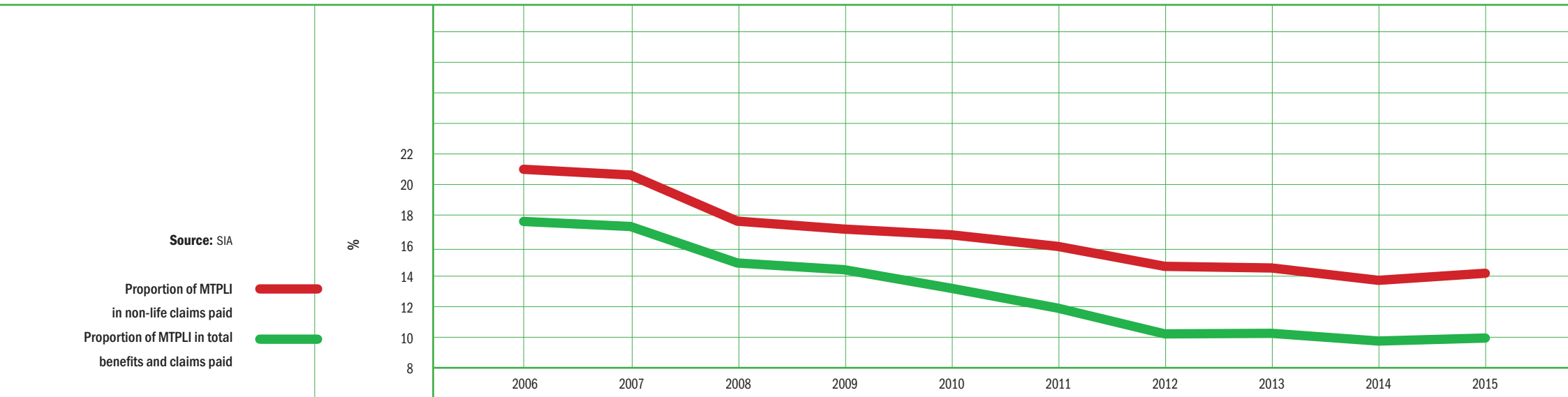


Insurance density ■ Insurance density growth —

Source: SIA, SORS



PROPORTION OF MTPLI IN NON-LIFE AND TOTAL BENEFITS AND CLAIMS PAID (in %)



## International claims

The Green Card Bureau operating under the SIA also collects statistical data on international claims on the basis of international agreements. These show that the largest number of road accidents involving policyholders insured by SIA members involve vehicles registered in neighbouring countries (Italy, Austria, Croatia, Hungary) and also Germany. Also significant in terms of number are accidents involving vehicles from Bosnia and Herzegovina, France and some Central European countries. The number of claims cases in the Green Card System fluctuates over the entire period. In spite of this the number of claims caused in Slovenia by drivers of foreign-registered vehicles from countries in the Green Card System has fallen by 15% in last decade. Nevertheless, in 2015 the number of all types of claims increased. The biggest increase in absolute terms, by 506 (9.6%), relates to claims caused by drivers insured by SIA

members in other countries of the Green Card System. Most of the claims cases were solved in extrajudicial proceedings. These were also introduced against SIA in the role of the Green Card Bureau in 0.5% of last year's active claims, which is 0.3 percentage points less than in 2014.

Because of the development and knowledge about the Protection of Visitors scheme the number of claims cases in this system has risen since its establishment in 2004. The biggest increase – almost threefold – was in the number of claims involving injured parties from other EEA countries and Switzerland caused by drivers of vehicles registered in Slovenia. This number also recorded the biggest relative increase of all types of claims last year, by 24.3%.

### ACTIVE INTERNATIONAL CLAIMS IN THE GREEN CARD SYSTEM

(claims caused in Slovenia by motor vehicles bearing registration plates of other green card countries)

Year	Number of claims	Number of claims by country of registration of motor vehicle that caused an accident (top 5)				
		1	2	3	4	5
2006	2,397	HR - 441	I - 432	A - 357	D - 300	H - 175
2007	2,438	I - 413	HR - 386	A - 340	D - 303	H - 197
2008	2,248	I - 375	A - 336	HR - 264	D - 221	H - 176
2009	2,111	I - 389	A - 291	D - 284	HR - 230	H - 150
2010	2,174	I - 356	A - 284	HR - 254	D - 227	H - 165
2011	2,102	I - 395	A - 277	D - 249	HR - 206	H - 168
2012	2,115	I - 378	A - 253	D - 246	HR - 195	H - 193
2013	1,898	I - 342	A - 234	D - 218	HR - 190	RO - 163
2014	1,842	I - 317	HR - 240	A - 236	D - 193	H - 133
2015	1,955	I - 286	A - 279	HR - 230	D - 207	H - 150

Source: SIA

### PASSIVE INTERNATIONAL CLAIMS IN THE GREEN CARD SYSTEM

(claims caused in other green card countries by insured of SIA member companies)

Year	Number of claims	Number of claims by country of accident caused by insured of Slovenian insurance companies (top 5)				
		1	2	3	4	5
2006	4,540	I - 1,008	A - 783	HR - 774	D - 716	H - 405
2007	4,811	I - 1,215	A - 858	HR - 851	D - 732	BIH - 281
2008	7,807	I - 2,291	A - 1,258	D - 1,156	HR - 1,112	BIH - 516
2009	5,163	I - 1,078	A - 909	D - 853	HR - 815	BIH - 505
2010	5,390	A - 1,014	I - 1,004	D - 884	HR - 640	CH - 599
2011	5,572	I - 1,182	D - 1,094	A - 1,075	HR - 677	BIH - 466
2012	4,994	A - 1,066	D - 1,019	I - 972	HR - 680	BIH - 401
2013	5,249	A - 1,225	D - 1,145	I - 977	HR - 647	BIH - 346
2014	5,256	A - 1,181	D - 1,120	I - 1,035	HR - 644	BIH - 338
2015	5,762	D - 1,382	A - 1,267	I - 1,073	HR - 647	BIH - 358

Source: SIA

### ACTIVE INTERNATIONAL CLAIMS IN THE PROTECTION OF VISITORS SCHEME

(claims caused to Slovene claimants in other green card countries by motor vehicles bearing registration plates of other EEA countries and Switzerland, and handled by claims representatives in Slovenia of insurance companies from EEA and Switzerland)

Year	Number of claims	Number of claims by country of registration of motor vehicle that caused an accident (top 5)				
		1	2	3	4	5
2006	1,026	I - 382	A - 228	D - 141	H - 50	F - 48
2007	1,143	I - 392	A - 259	D - 144	H - 67	CZ - 38
2008	1,176	I - 411	A - 253	D - 173	CZ - 46	H - 35
2009	1,151	I - 385	A - 292	D - 144	H - 53	F - 41
2010	1,182	I - 404	A - 259	D - 199	H - 55	F - 44
2011	1,271	I - 387	A - 277	D - 191	F - 58	H - 54
2012	1,316	I - 348	A - 317	D - 258	H - 61	F - 46
2013	1,467	I - 358	A - 292	D - 210	HR - 196 <sup>1</sup>	H - 54
2014	1,564	I - 359	A - 304	HR - 262	D - 247	F - 50
2015	1,800	I - 401	A - 350	HR - 328	D - 252	H - 61

<sup>1</sup> Data for claims from 1 July 2013 when Croatia became EU member.

Source: SIA

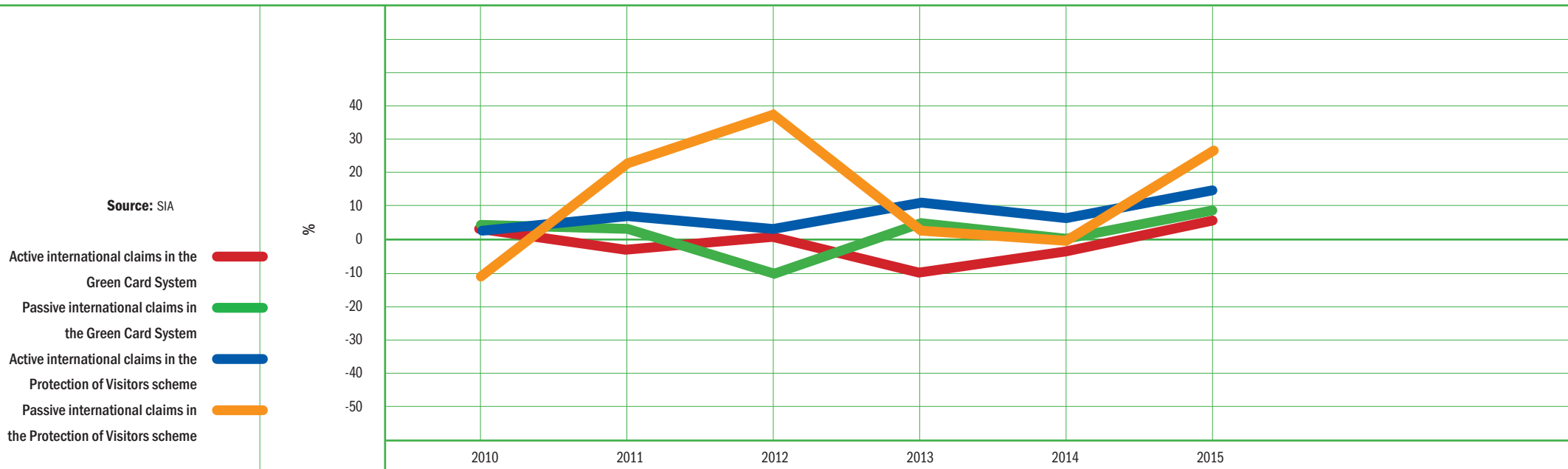
### PASSIVE INTERNATIONAL CLAIMS IN THE PROTECTION OF VISITORS SCHEME

(claims caused to claimants from other EEA countries and Switzerland by motor vehicles bearing Slovene registration plates, and handled by claims representative of SIA member companies)

Year	Number of claims	Number of claims handled in EEA countries of residence of the claimants (top 5)				
		1	2	3	4	5
2006	419	D - 140	A - 136	I - 66	CZ - 20	H - 15
2007	505	D - 168	A - 138	I - 87	CZ - 23	H - 22
2008	653	A - 199	D - 156	I - 119	H - 26	PL - 23
2009	633	D - 177	A - 167	I - 134	CZ - 31	H - 22
2010	563	D - 148	A - 133	I - 110	CZ - 28	PL - 28
2011	694	A - 196	D - 144	I - 121	H - 53	NL - 29
2012	960	D - 236	I - 231	A - 201	H - 63	PL - 37
2013	988	D - 228	A - 213	I - 197	CZ - 56	H - 45
2014	982	D - 219	A - 214	I - 194	HR - 102	PL - 52
2015	1,221	A - 282	D - 265	I - 201	HR - 124	H - 75

Source: SIA

### INTERNATIONAL CLAIMS GROWTH (in %)





## Guarantee Fund

The Guarantee Fund is intended above all to cover claims caused by unknown or uninsured vehicles originating in Slovenia. Precise figures on the number and share of uninsured vehicles in Slovenia have not been known since the Fund was established in 1995. On the basis of the number of claims involving uninsured vehicles and the expected claims frequency of MTPLI claims in Slovenia, it is estimated that the number of unregistered and therefore uninsured vehicles in 2014 was equivalent to just 0.3% of all

road vehicles registered that year. In view of this, and taking into account the number of road accidents in Slovenia, the number of reported claims caused by uninsured vehicles is relatively high. Their number has fallen throughout the period surveyed and was last year less than half than a decade earlier, although it did increase by 215 cases compared to the previous year. There has also been a significant fall in the number of reported claims caused by unidentified vehicles, which is in part the consequence of more effective subsequent identification of drivers responsible for accidents. According to police figures, the number of hit-and-run accidents is on the increase (from 2009 to 2014 by 17.2% to 2,793).

### DATA OF GUARANTEE FUND

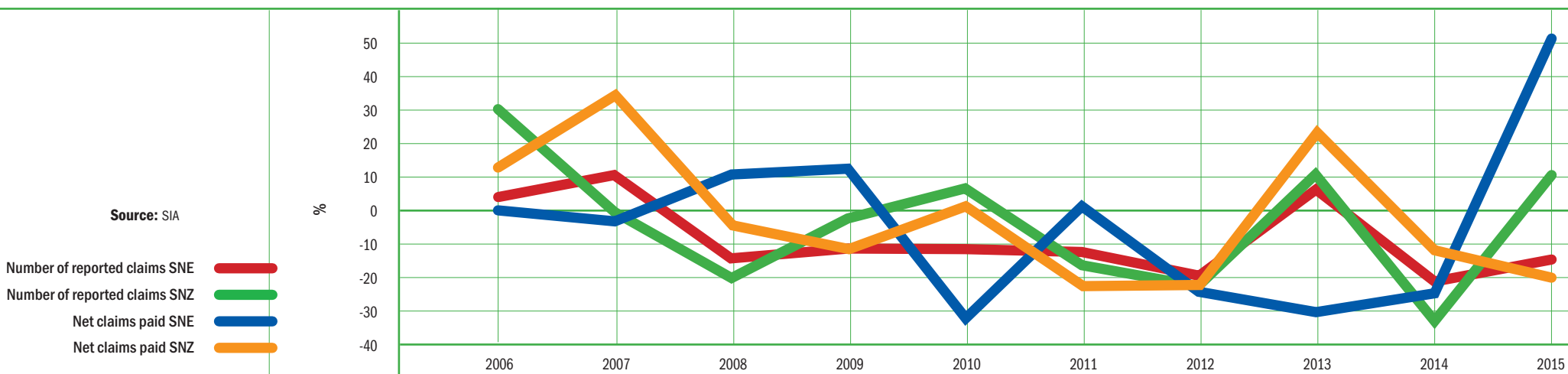
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
										number
Number of reported claims SNE <sup>1</sup>	337	373	319	283	250	219	176	187	148	127
Number of reported claims SNZ <sup>2</sup>	487	484	385	376	401	335	259	287	195	215
										EUR
Contributions of SIA members	2,817,364	3,273,941	3,347,166	3,200,256	2,812,754	2,434,615	1,944,525	1,703,769	1,592,304	1,092,494
Net claims paid SNE <sup>1</sup>	1,058,592	1,025,950	1,137,405	1,281,859	868,898	881,110	668,917	466,780	347,442	525,506
Net claims paid SNZ <sup>2</sup>	1,283,129	1,729,709	1,655,140	1,462,177	1,481,061	1,151,911	893,200	1,102,345	971,645	777,210
Gross claims paid	2,817,364	3,273,939	3,347,166	3,200,256	2,812,754	2,434,615	1,944,525	1,832,678	1,592,304	1,591,836
Recourse claims - as at 31 December	1,145,097	1,273,305	1,273,305	274,411	2,056,830	2,341,420	3,126,419	3,109,209	3,314,848	3,329,078

<sup>1</sup> Claims caused by unknown motor vehicles.

<sup>2</sup> Claims caused by uninsured motor vehicles.

Source: SIA

### GROWTH IN NUMBER OF GUARANTEE FUND'S REPORTED CLAIMS AND NET CLAIMS PAID (in %)



## Compensation Body

The Compensation Body was established at the SIA at the time of Slovenia's entry to the EU in order to handle compensation claims from Slovenian injured parties who had suffered damage or injury abroad, where the party causing the damage was the driver of a vehicle registered in an EEA country in cases where the foreign liability insurance company had not appointed a representative in Slovenia to handle

compensation claims, or the cause vehicle was not insured or the damage was caused by an unknown vehicle. Such cases are very few in number. Their number was highest last year, when 18 claims were reported, but otherwise fluctuates greatly. Individual claims can take several years to resolve, and therefore the gross claims paid amount is in no way dependent on the number of reported claims – last year it was almost a third lower than the previous year.

### DATA OF COMPENSATION BODY

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
										number
Number of reported claims OUSNE <sup>1</sup>	3	4	4	0	1	4	4	3	2	9
Number of reported claims OUSNZ <sup>2</sup>	3	3	5	6	3	3	3	6	6	6
Number of reported claims OUT <sup>3</sup>	1	1	3	1	0	3	1	1	1	3
<b>Number of reported claims (TOTAL)</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>9</b>	<b>18</b>
										EUR
Gross claims paid	5,078	15,042	20,824	62,090	16,601	5,106	14,870	26,183	13,795	9,877

<sup>1</sup> Claims caused by unknown motor vehicles.

<sup>2</sup> Claims caused by uninsured motor vehicles.

<sup>3</sup> Claims when responsible foreign insurance company does not have its Claims Representative in Slovenia.

**Source:** SIA









# MOTOR VEHICLE CASCO INSURANCE (MCI)

## INSURANCE COMPANIES PROVIDING MCI

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Adriatic Slovenica, Zavarovalna družba d. d.	•	•	•	•	•	•	•	•	•	•
Allianz zavarovalnica, podružnica Ljubljana									•	•
ERGO zavarovalnica, podružnica v Sloveniji							•	•	•	•
GENERALI zavarovalnica, d. d.	•	•	•	•	•	•	•	•	•	•
GRAWE Zavarovalnica, d. d.	•	•	•	•	•	•	•	•	•	•
Porsche Versicherungs AG, podružnica v Sloveniji <sup>1</sup>							•	•	•	•
Zavarovalnica Maribor, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Tilia, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Triglav, d. d.	•	•	•	•	•	•	•	•	•	•

<sup>1</sup> Data not included in this publication.

Source: SIA



Insurance of land motor vehicles is one of the most important forms of insurance. Last year, with EUR 221.3 million worth of gross premiums written, it was third in size among all types of insurance in the Slovenian insurance market. With positive growth of its structural share of, on average, 1.9% per year over the last decade, it moved up one place for the first time since 1995 despite a slight reduction (of 2.4%) in premiums written. Premiums continued to grow right up until 2011, when they reached a peak of EUR 254 million. Gross MCI premiums written in the period of observation are on average one third higher than gross claims paid, which last year stabilised at EUR 163.3 million. The latter have increased by on average 5% annually over the last decade, which is 0.5 percentage points more than premiums.

The volume of MCI increases with the increase in the level of motorisation in the country. No figure is available for the number of motor vehicles with MCI. Some insurance companies also include partial casco or individual risk insurance in their figures for the number of insurance policies taken out, so an individual vehicle may be counted multiple times. Leaving such considerations aside, this number has increased constantly every year with the exception of 2009, and last year was 56.6% higher than a decade ago. The average annual increase is 5.1% and over the period of observation exceeded growth in the number of claims under this type of insurance by 1.3 percentage points. As a result, claims frequency has been improving in the last few years. Last year it stood at 20.8%, the lowest figure in the last decade. Owing to the large number of claims, this is regularly higher

than in the case of compulsory MTPLI. Although the number of claims over the entire period is roughly four times lower than the number of MCI policies, it is characterised by constant fluctuation.

Instability is also a characteristic of the paid claims ratio for MCI, which is likewise usually lower than in the case of MTPLI. The average figure was 76.8%. Its positive growth trend in the period surveyed was minimal; its value last year was, at 73.8%, similar to a year earlier and to 10 years ago. The worst result in the last two decades – 88.8% – was recorded in 2009, when the claims frequency was also relatively high.

The average gross insurance premium paid by an individual for MCI has fallen constantly over the last 5 years and last year reached the 2004 level. With a 14.1% fall it amounted last year to EUR 181, which is the lowest amount in the last decade. On average, it is three times smaller than the average claim paid and received by an insured injured party. Both saw a minimal positive growth trend during the period surveyed, despite the significant increase up to 2009.

Following major variance in the past, MCI premiums per capita have in recent years been similar to MTPLI premiums. Their growth is also similar, although with a lag of several years. As a result of the later onset of the decline in premiums written, an upward trend in insurance density for MCI can be observed up to 2011, while

## DATA ON MCI

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
										number
Number of contracts	845,038	846,634	1,011,943	812,377	899,499	915,477	976,650	1,062,606	1,074,459	1,220,769
Number of claims paid	203,919	200,073	233,042	239,565	280,251	264,711	264,240	265,879	251,298	253,377
										EUR
Premiums	166,815,106	180,800,530	204,504,177	226,100,587	254,129,166	254,391,219	239,159,745	226,193,828	226,605,639	221,289,035
Claims paid	126,520,760	137,947,006	178,131,973	200,739,944	195,365,931	167,681,332	174,801,317	176,905,942	163,900,624	163,348,718
Average premium	197	214	202	278	283	278	245	213	211	181
Average claim paid	620	689	764	838	697	633	662	665	652	645
Insurance density	83.27	89.93	100.95	111.25	124.15	124.08	116.35	109.87	109.94	107.27
										%
Claims frequency	24.13	23.63	23.03	29.49	31.16	28.92	27.06	25.02	23.39	20.76
Paid claims ratio	75.84	76.30	87.10	88.78	76.88	65.91	73.09	78.21	72.33	73.82
Proportion of MCI in non-life premiums	14.08	14.07	14.86	15.67	17.67	17.49	16.41	15.88	16.16	15.70
Proportion of MCI in non-life claims paid	15.82	16.01	17.35	19.09	19.59	17.76	18.31	18.25	17.36	17.38
Proportion of MCI in total premiums	9.67	9.55	10.13	10.91	12.13	12.39	11.64	11.44	11.70	11.20
Proportion of MCI in total benefits and claims paid	13.33	13.48	14.79	16.19	15.72	13.01	12.59	13.00	12.36	12.09
The share of costs for obtaining MCI in MCI premiums <sup>1</sup>	12.20	14.16	14.36	14.09	13.25	13.24	13.74	15.62	15.84	16.20

<sup>1</sup> Data for insurance type »Land motor vehicle insurance«.

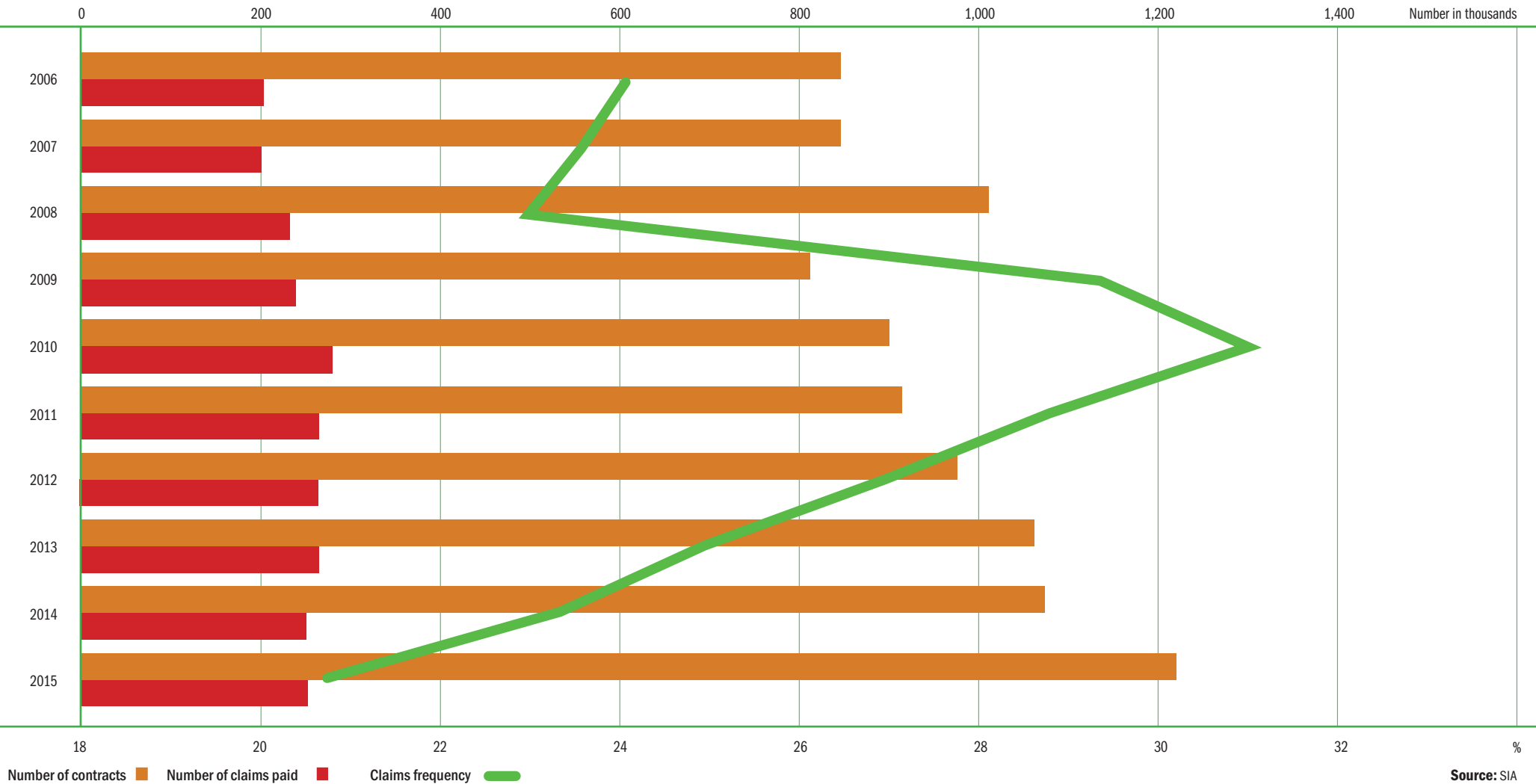
the decline that followed this contributed to an average annual growth rate of just 4.2%. Last year the average inhabitant of Slovenia spent EUR 107.3 on this form of insurance, which is 46.9% more than a decade earlier and three times more than 20 years ago. Insurance density in the period of observation is on average EUR 107.7.

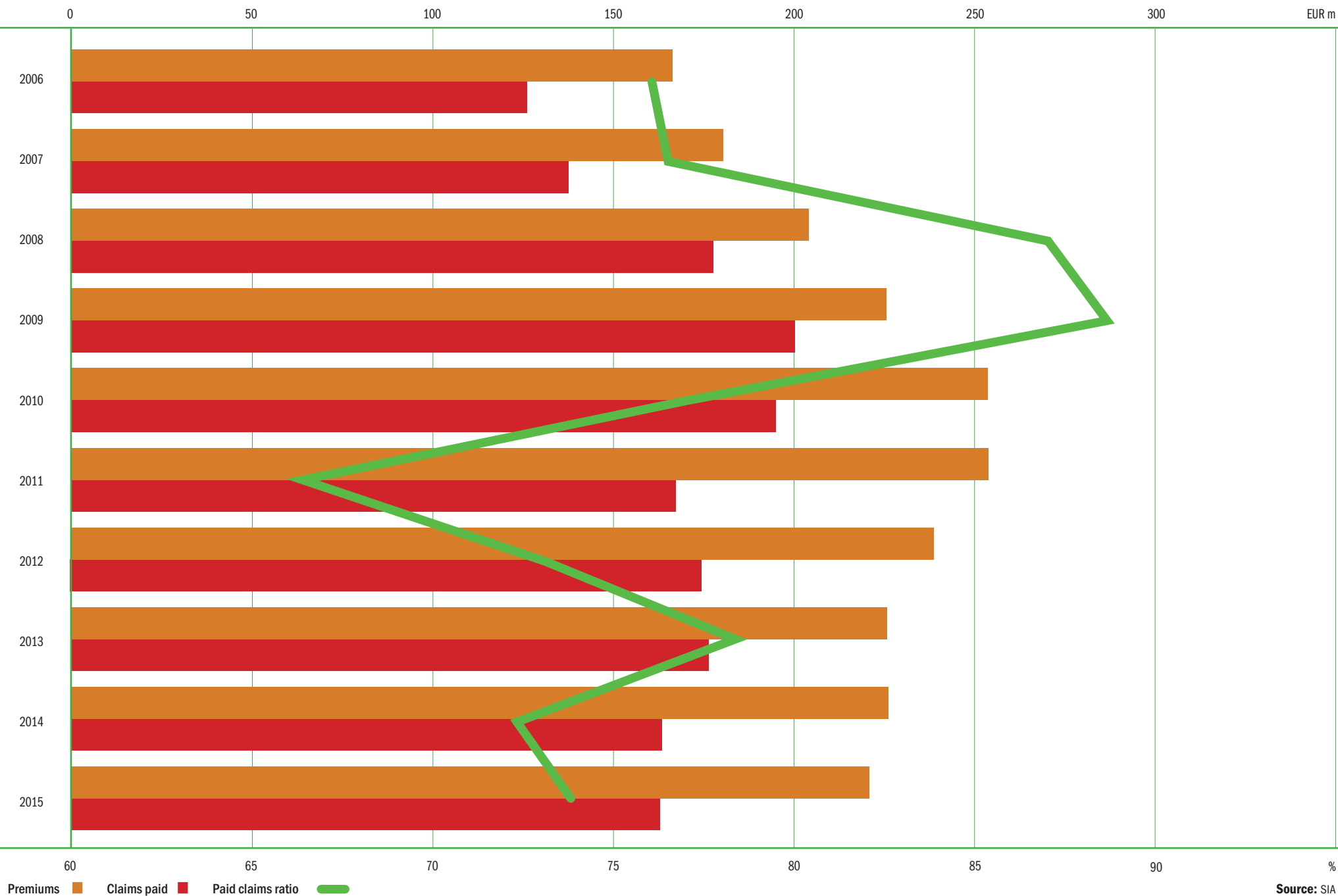
With an average 11.1% share or a ninth of the total insurance portfolio, MCI has been one of the most important types of insurance since 2005. Despite last year's 4.2% fall in structural share, it shows a positive growth trend over the period of observation, which is just 0.2 percentage points less than the average growth of

its share of premiums in the non-life insurance category (1.7%). It recorded its highest value in the last decade in 2010; its average value amounted to 15.8%. The movement of both indicators is similar not only in the case of premiums but also in the case of claims paid, which track growth in premiums relatively uniformly throughout the time series shown.

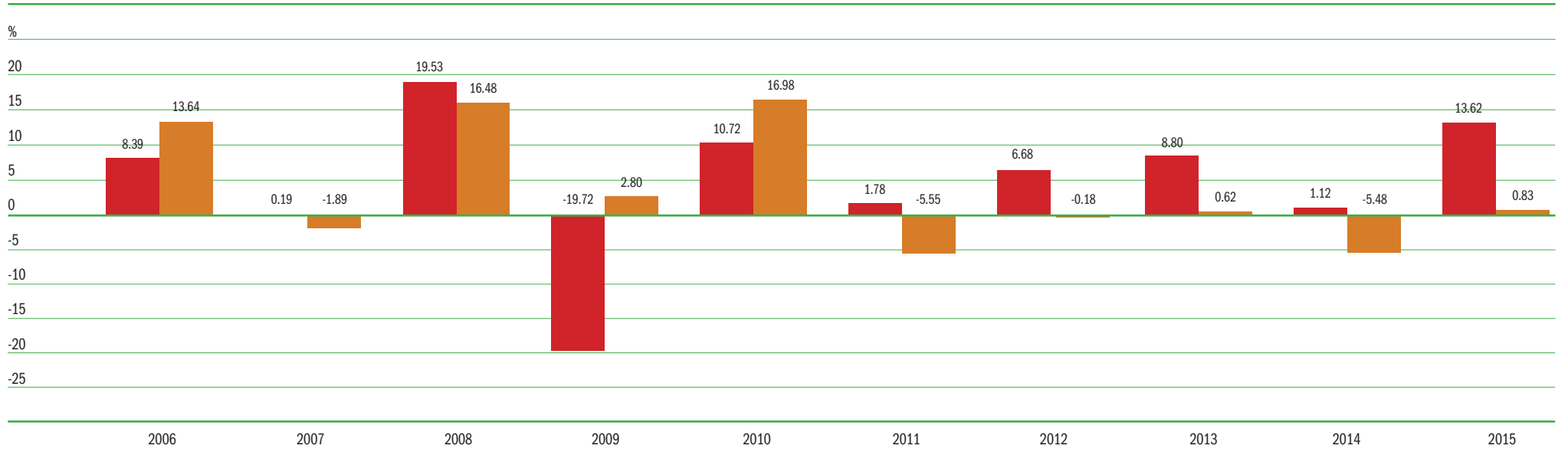
The share of MCI acquisition costs in premiums for this insurance has slowly been increasing over the course of the years shown, by on average 14.3% a year. Last year it increased by 2.3% to reach 16.2%.

**NUMBER OF MCI CONTRACTS, CLAIMS PAID AND CLAIMS FREQUENCY**





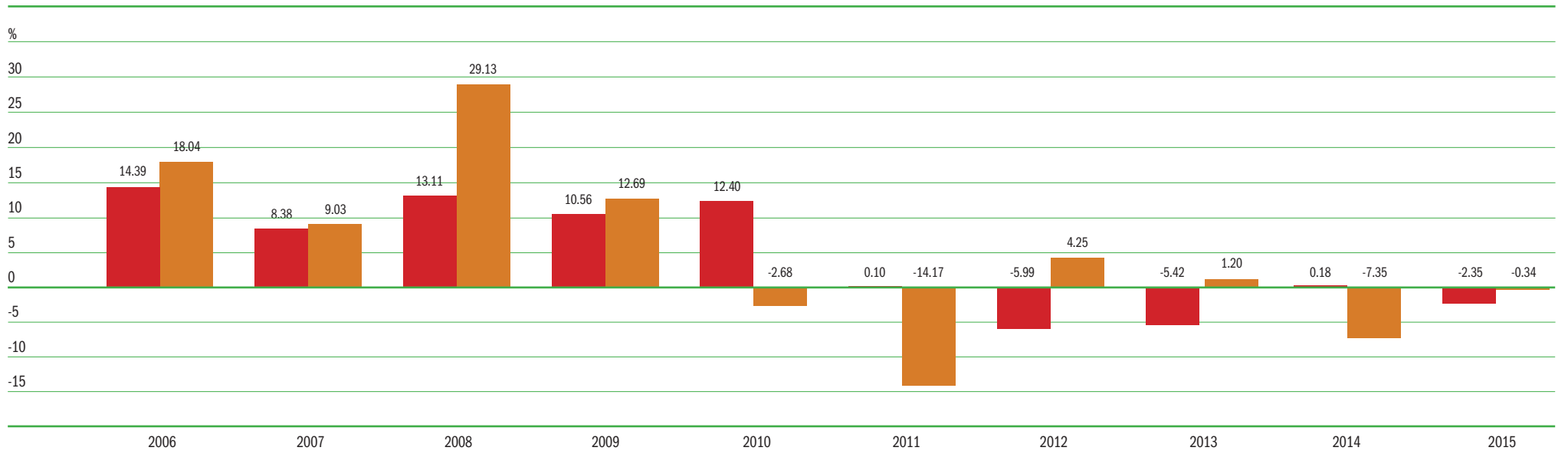
**GROWTH IN NUMBER OF MCI CONTRACTS AND CLAIMS PAID (in %)**



Growth in number of contracts ■ Growth in number of claims paid ■

Source: SIA

**MCI PREMIUMS AND CLAIMS PAID GROWTH (in %)**

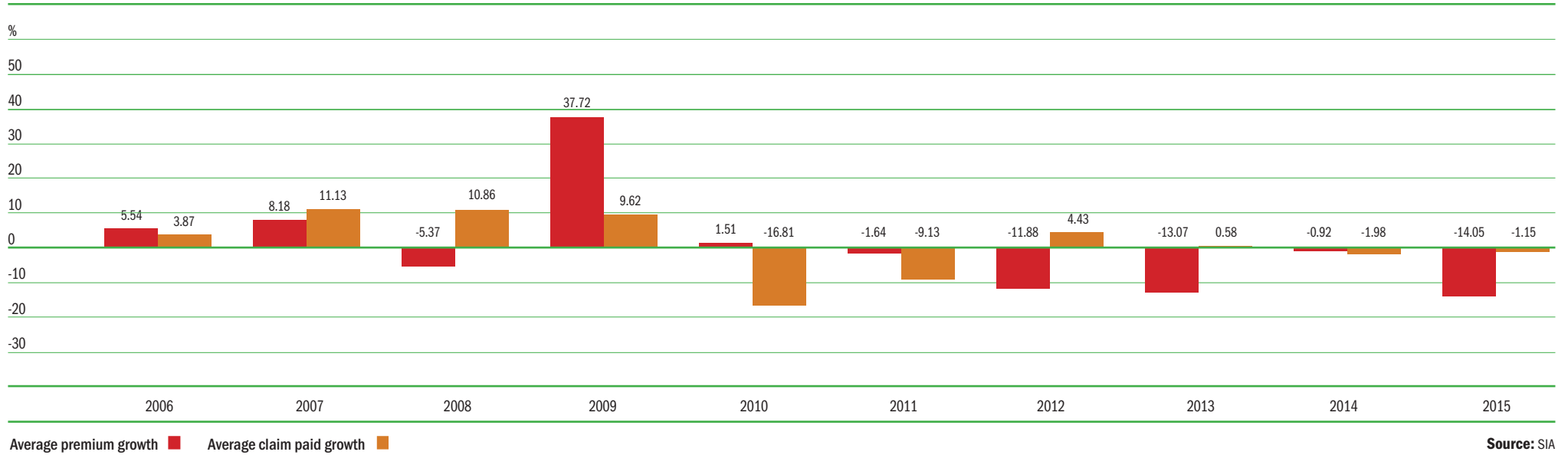


Premiums growth ■ Claims paid growth ■

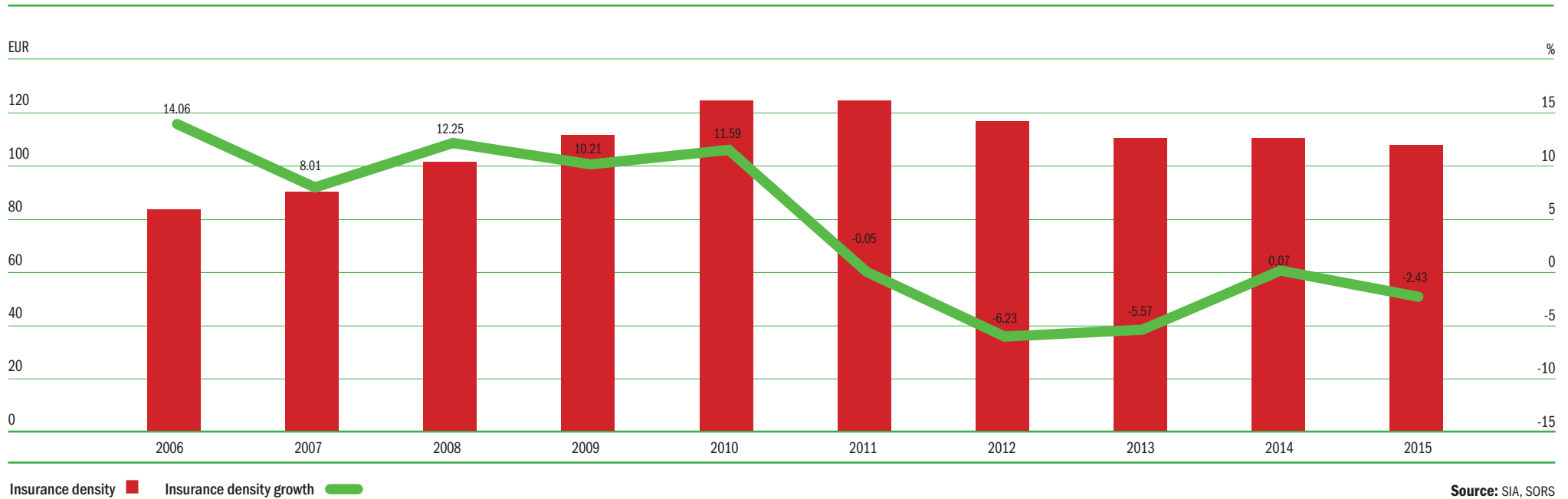
Source: SIA



**AVERAGE MCI PREMIUM AND CLAIM PAID GROWTH (in %)**



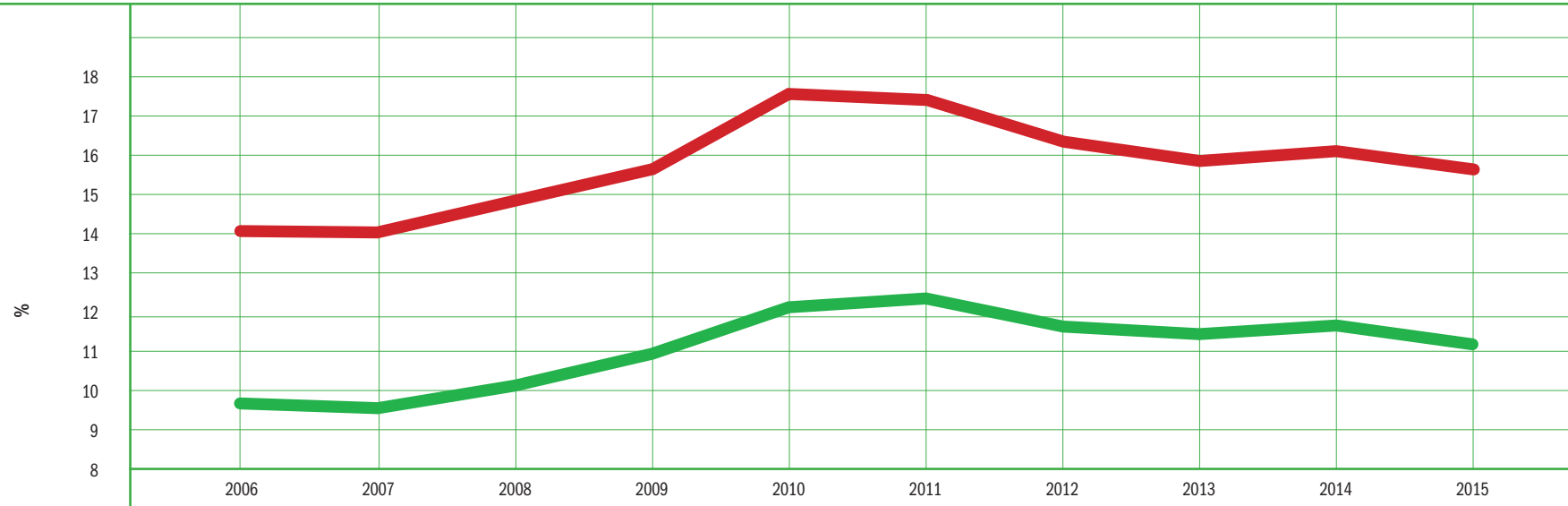
**MCI INSURANCE DENSITY AND ITS GROWTH**



Source: SIA

Proportion of MCI in non-life premiums

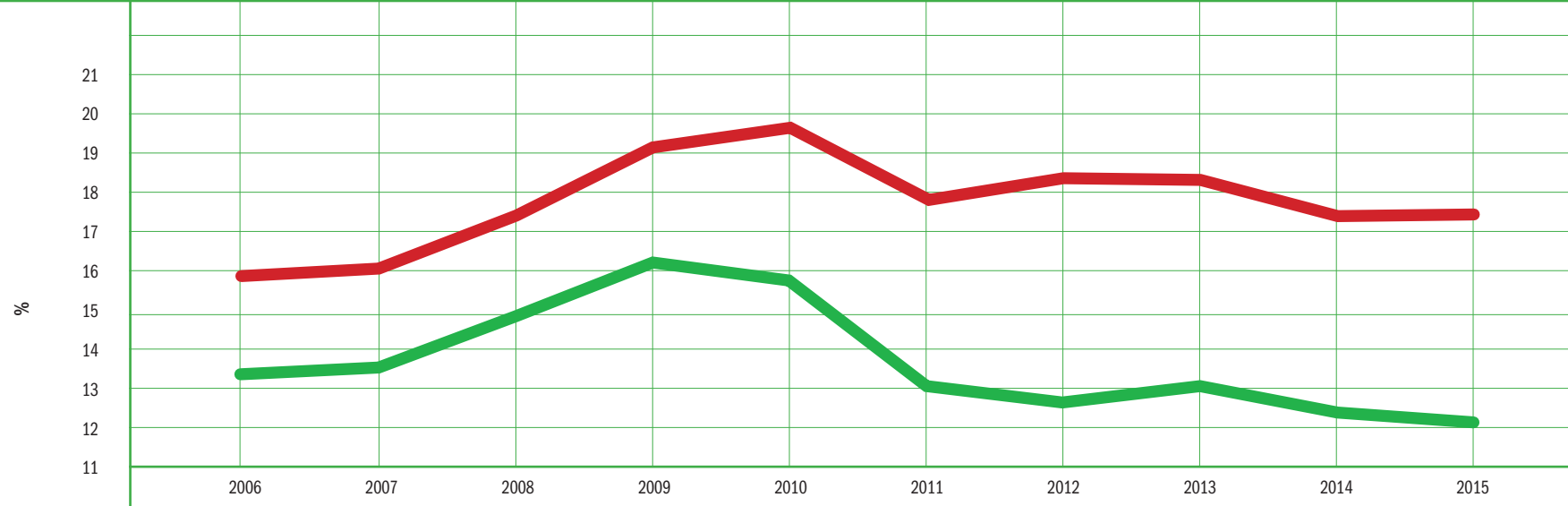
Proportion of MCI in total premiums



Source: SIA

Proportion of MCI in non-life claims paid

Proportion of MCI in total benefits and claims paid





# CAR OWNER AND DRIVER ACCIDENT INSURANCE (MTPLI+)

## INSURANCE COMPANIES PROVIDING MTPLI+

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Adriatic Slovenica, Zavarovalna družba d. d.	•	•	•	•	•	•	•	•	•	•
Allianz zavarovalnica, podružnica Ljubljana									•	•
ERGO zavarovalnica, podružnica v Sloveniji							•	•	•	•
GENERALI zavarovalnica, d. d.	•	•	•	•	•	•	•	•	•	•
GRAWE Zavarovalnica, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Maribor, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Tilia, d. d.	•	•	•	•	•	•	•	•	•	•
Zavarovalnica Triglav, d. d.	•	•	•	•	•	•	•	•	•	•

Source: SIA



Car owner and driver accident insurance is frequently taken out together with MTPLI. This is one of the most widespread forms of accident insurance and was last year taken out by 71% of MTPLI policyholders. MTPLI+ premiums written are, however, on average seven times lower, and have likewise declined since 2008, under the effects of the economic crisis, despite the 3.9% average annual growth in the number of policies over the last decade. Claims paid have declined even more, showing positive growth only in 2008, and with an average annual fall of 8.3% their negative growth trend exceeded the negative growth of premiums written by 5.6 percentage points. Premiums were on average four times higher than claims paid over the entire period, and this ratio has remained at a similar level in recent years. After an initial fall, the paid claims ratio has likewise shown only minor fluctuations and has averaged 23.8%.

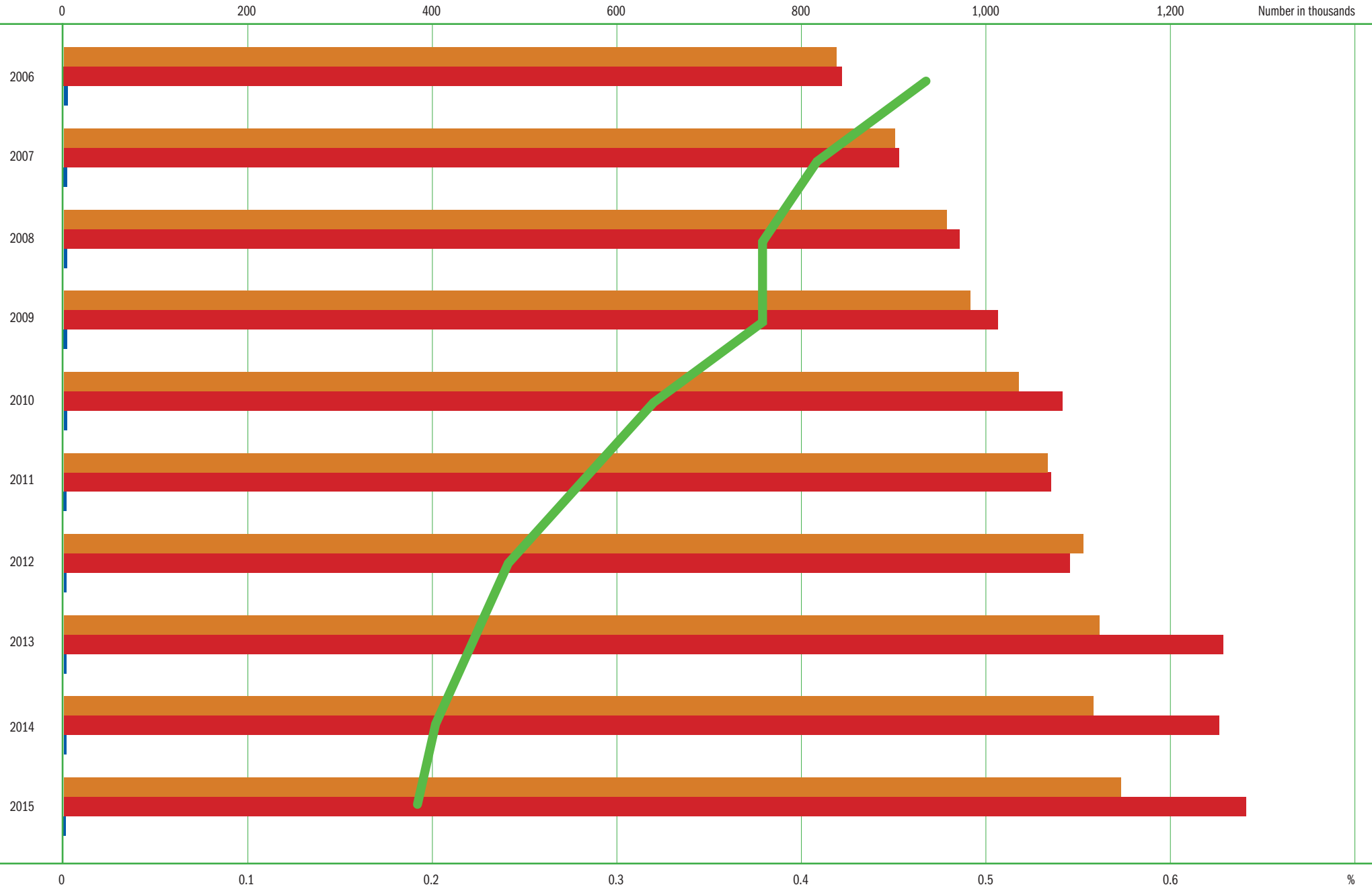
The number of policies has grown more slowly over the time series than the number of claims, but owing to the extremely small number of the latter and their low impact on claims frequency, this indicator is improving. Last year it stood at 0.2%, the lowest figure at any time during the period of observation and almost four times lower than in 2005. The average premium with regard to the number of policies has fallen throughout the series shown and was down almost one half last year compared to 10 years earlier, while the average claim paid has remained at the same level despite annual fluctuations.

The share of MTPLI+ in all insurance is considerably smaller than the share of MTPLI and MCI. With an average annual decline of 5% over the last decade, it amounted to on average 2.8% of non-life premiums and just 1.9% of the total insurance portfolio. The proportion of claims paid has also fallen throughout the period and last year reached its lowest level under both comparisons.

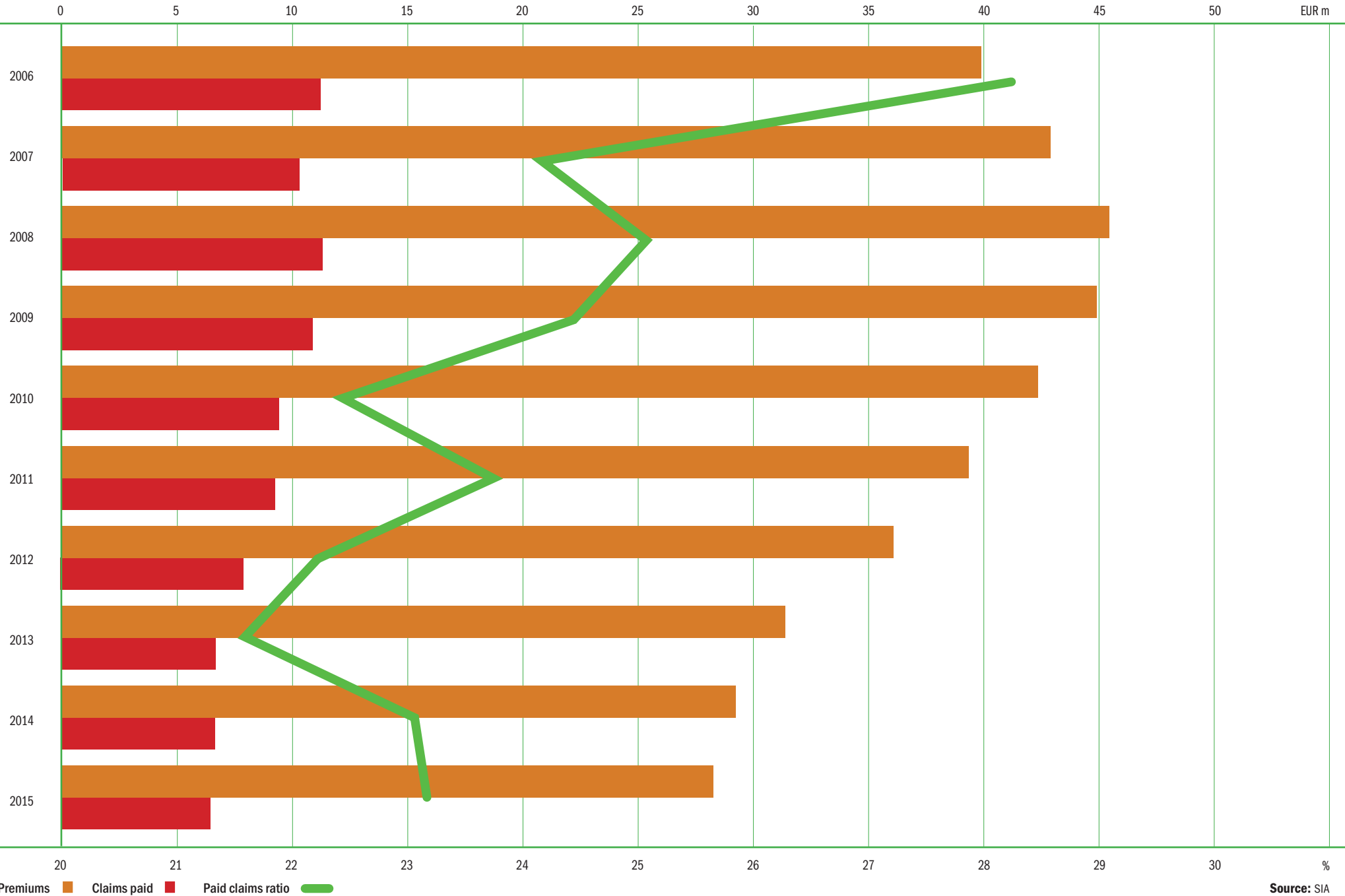
#### DATA ON MTPLI+

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
										number
Number of policies	837,547	901,460	957,646	983,307	1,035,323	1,067,111	1,105,342	1,122,995	1,116,316	1,146,685
Number of insureds	844,730	905,382	971,184	1,012,750	1,082,708	1,070,400	1,091,080	1,257,556	1,253,072	1,282,386
Number of claims paid	3,923	3,687	3,624	3,706	3,302	2,954	2,611	2,494	2,277	2,192
										EUR
Premiums	39,844,504	42,835,609	45,423,073	44,817,785	42,294,088	39,323,463	36,064,027	31,396,714	29,178,223	28,257,073
Claims paid	11,262,961	10,335,025	11,377,535	10,941,810	9,490,229	9,320,652	8,012,034	6,752,713	6,727,110	6,545,497
Average premium	48	48	47	46	41	37	33	28	26	25
Average claim paid	2,871	2,803	3,139	2,952	2,874	3,155	3,069	2,708	2,954	2,986
Insurance density	19.89	21.31	22.42	22.05	20.66	19.18	17.55	15.25	14.16	13.70
										%
Claims frequency	0.47	0.41	0.38	0.38	0.32	0.28	0.24	0.22	0.20	0.19
Paid claims ratio	28.27	24.13	25.05	24.41	22.44	23.70	22.22	21.51	23.06	23.16
Proportion of MTPLI+ in non-life premiums	3.36	3.33	3.30	3.11	2.94	2.70	2.48	2.20	2.08	2.00
Proportion of MTPLI+ in non-life claims paid	1.41	1.20	1.11	1.04	0.95	0.99	0.84	0.70	0.71	0.70
Proportion of MTPLI+ in total premiums	2.31	2.26	2.25	2.16	2.02	1.92	1.76	1.59	1.51	1.43
Proportion of MTPLI+ in total benefits and claims paid	1.19	1.01	0.94	0.88	0.76	0.72	0.58	0.50	0.51	0.48

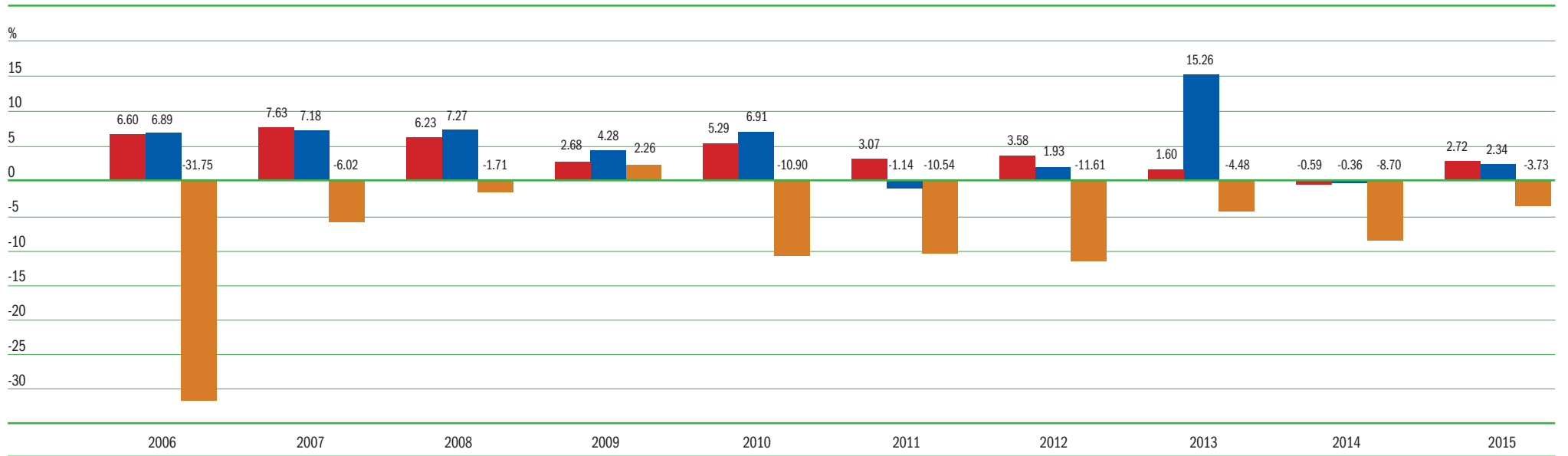
Source: SIA, SORS



Number of policies ■ Number of insureds ■ Number of claims paid ■ Claims frequency —



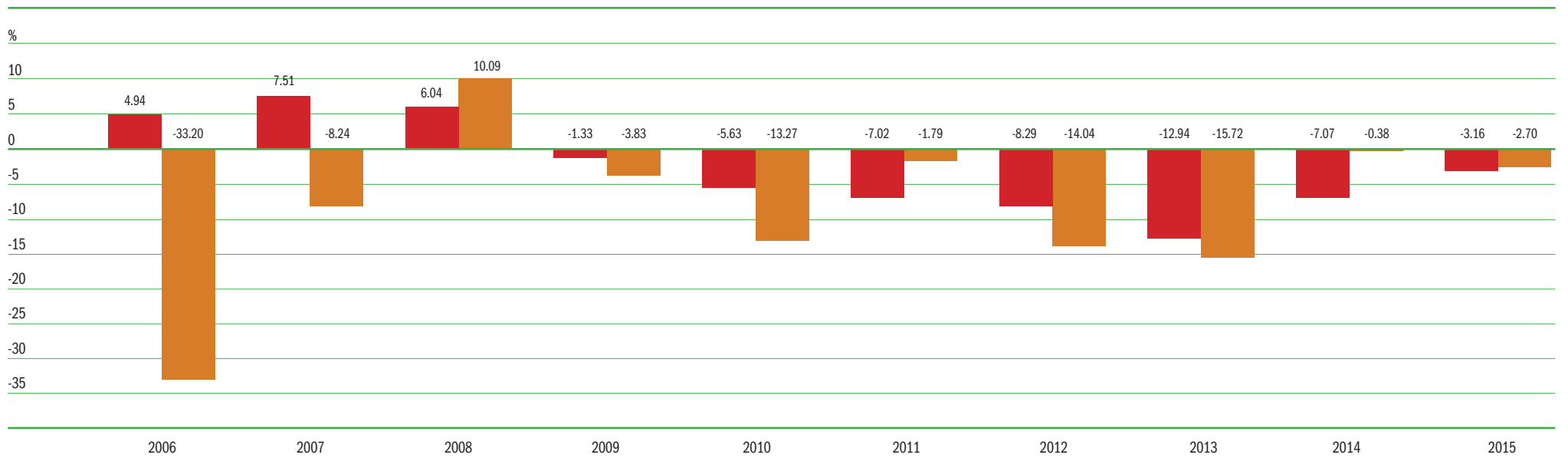
**GROWTH IN NUMBER OF MTPLI+ POLICIES, INSUREDS AND CLAIMS PAID (in %)**



Growth in number of policies ■ Growth in number of insureds ■ Growth in number of claims paid ■

Source: SIA

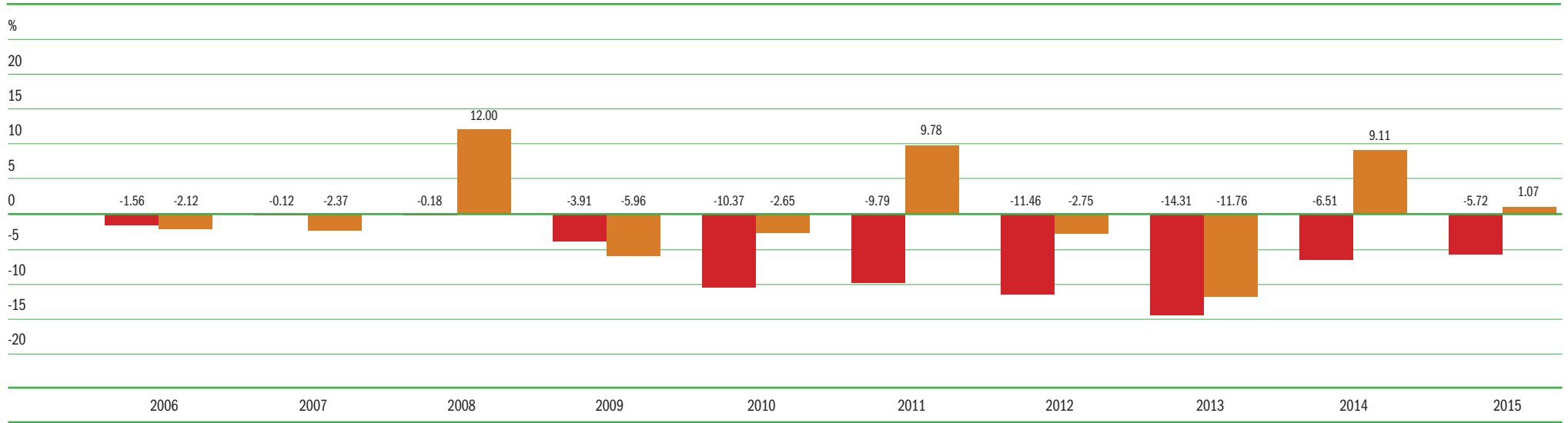
**MTPLI+ PREMIUMS AND CLAIMS PAID GROWTH (in %)**



Premiums growth ■ Claims paid growth ■

Source: SIA

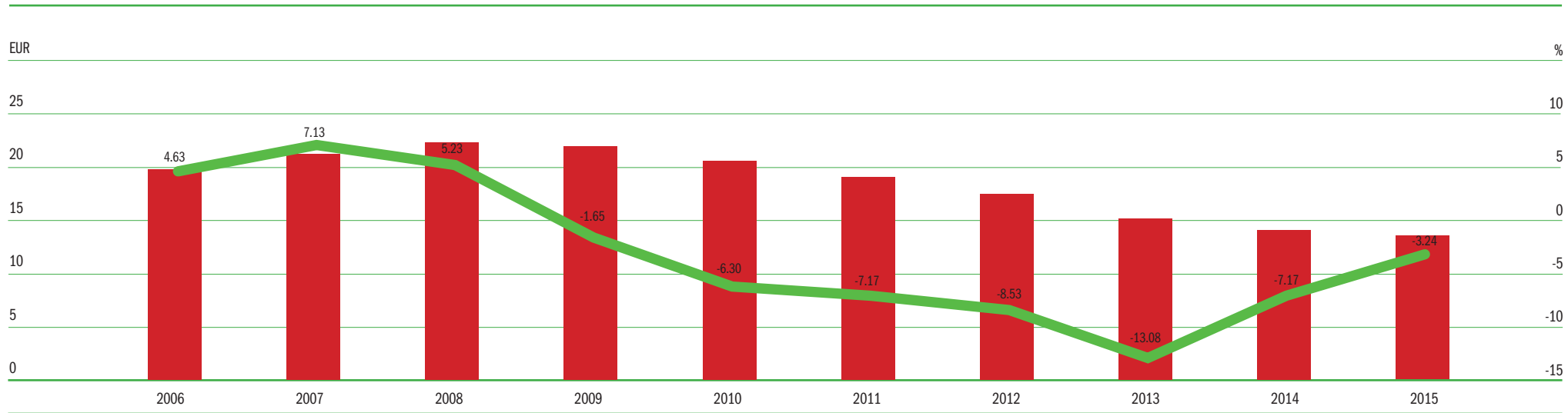
**AVERAGE MTPLI+ PREMIUM AND CLAIM PAID GROWTH (in %)**



Average premium growth ■ Average claim paid growth ■

Source: SIA

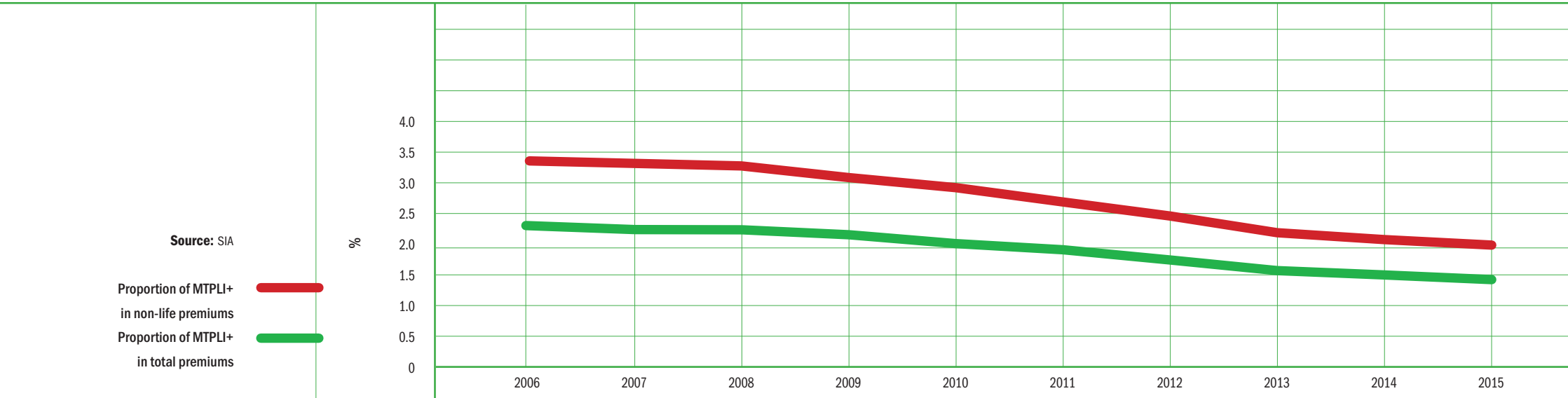
**MTPLI+ INSURANCE DENSITY AND ITS GROWTH**



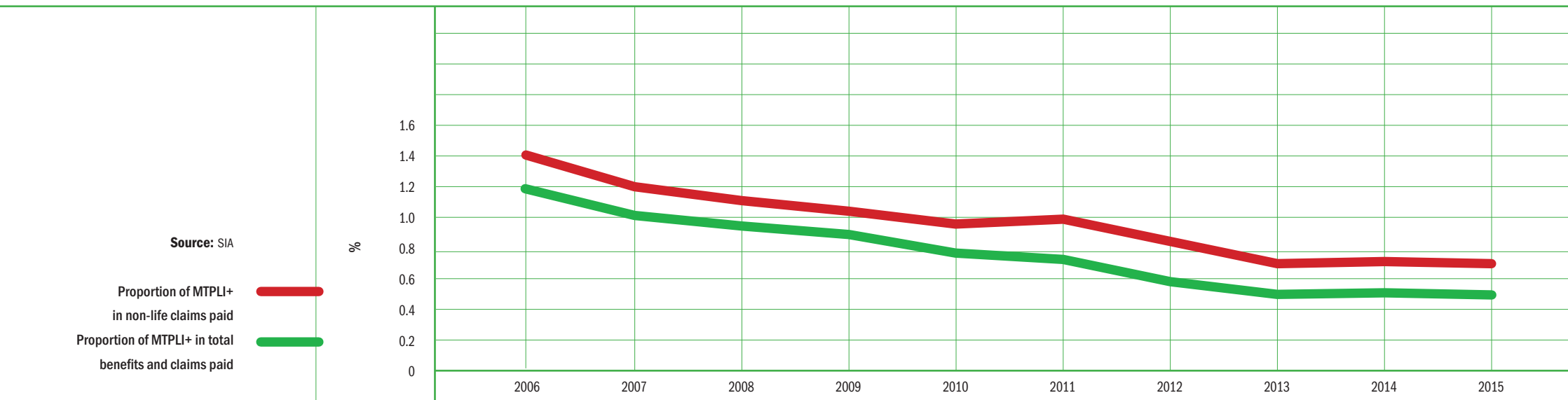
Insurance density ■ Insurance density growth —

Source: SIA, SORS





PROPORTION OF MTPLI+ IN NON-LIFE AND TOTAL BENEFITS AND CLAIMS PAID (in %)





# DATA SOURCES

1. Družba za avtoceste Republike Slovenije, d. d.
2. European Automobile Manufacturers Association
3. European Commission
4. Eurostat
5. Insurance Europe
6. Ministry of Infrastructure
7. Ministry of the Interior
8. Slovenian Insurance Association
9. Statistical Office of the Republic of Slovenia



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