The level of competition in the Slovene rail market remains rather low, with a 9% share for rail freight undertakings other than the main one, while the passenger sector is run entirely by the principal undertaking. Slovenia had an average amount of pending court cases concerning an alleged infringement of EU transport law at the end of July 2016, a higher amount than one year ago.

The rate of transposition of transport-related EU directives stands at 98%. The employment share in high growth enterprises, at 10%, corresponds exactly to the EU average.

In a survey about the quality of transport infrastructure carried out by the World Economic Forum, Slovenia scores mostly close to the EU average. Ratings for its railway infrastructure however are rather low. The timeliness of shipments has declined slightly between 2014 and 2016, one of the reasons why Slovenia has gone down in this year’s overall ranking. The Slovene TEN-T Road Core Network is already 100% complete, whereas the conventional and high-speed rail network need further development.

Drivers in Slovenia spend less time in road congestion than drivers in the EU on average, and congestion went down further between 2014 and 2015. Slovenia has a relatively high number of charging points for electric vehicles. However, the number of new cars using alternative fuels is relatively low, and the share of renewable energy in transport fuel consumption is among the lowest in the EU. Private investment in research and development has gone down a little over the latest reference period, another reason for Slovenia’s drop in the overall ranking.

Slovenia has recently made good progress in its road safety performance, ranking now close to the EU average. Between 2014 and 2015, the number of fatalities on Slovene roads went up from 52 per million inhabitants to 58. However, as Slovenia has a relatively small population, it is to be expected that figures fluctuate from year to year. Consumers are very satisfied with transport in Slovenia, rating it clearly above EU average for all modes of transport and more highly than in the previous reference period. Slovenia has one of the lowest shares of women employed in transport in the EU, only 16% compared to an EU average of 22%.