NATIONAL ROAD SAFETY PLAN OF SR 2011 – 2020

ROAD SAFETY ENHANCEMENT STRATEGY

IN THE SLOVAK REPUBLIC IN THE YEARS 2011 TO 2020
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FROM THE LAST DECADE UNTIL NOW

The Government of the Slovak Republic by its Resolution No. 391/2005 of 18 May 2005 adopted the National Road Safety Enhancement Plan for the 2nd half-year 2005 with outlook until the year 2010. The Strategy was drafted as a common strategic document of all entities that affect road safety in SR (hereinafter „RS“).

The National Plan was currently updated and the Ministry of Transport fulfilled the function of coordinator of activity of the Road Safety Council of the Government of SR under the lead of its Chairman – Minister of Transport. This advisory body of the Government of SR, in which were represented entities – Ministry of Transport, Construction and Regional Development of Slovak Republic (MoTCRD SR), Ministry of Interior of the Slovak Republic (MoI SR), Ministry of Finance of the Slovak Republic (MoF SR), Ministry of Defence of the Slovak Republic (MoD SR), Ministry of Interior of the Slovak Republic (MoJ SR), Ministry of Education, Science, Research and Sport of the Slovak Republic (MoESRS SR), Ministry of Health of the Slovak Republic (MoH SR) and Ministry of Environment of the Slovak Republic (MoEnv SR) – was abolished by Resolution of the Government of SR No. 135 of 2 March 2011. As a majority of measures of the quoted National Plan has a long-term and interim character of implementation and the issue of RS is increasingly extended by new elements that need to be solved, the Ministry of Transport, Construction and Regional Development of the Slovak Republic submits a new draft national road safety enhancement strategy for the decade until the year 2020 that will continue in the started trend of development of road safety in Slovakia.
For the achievement of the aim set until the year 2010 the individual expert teams were working at the Road Safety Council of the Government of SR and implemented the annually updated activities in the areas of road safety, road vehicle safety, traffic education, health education and traffic psychology, road safety legislation, analysis of causes of road accidents and supervision of road safety and traffic flow, promotion in the media, national coordination and international cooperation. Using these key means that were further elaborated to carrying measures and specific instruments, also with use of well-established procedures, practical experiences and the latest research knowledge, the number of fatal accidents on Slovak roads was successfully decreased. In 2010 a total number of 21,595 road accidents were registered, in which 345 persons were killed.

Although the ambitious commitment of SR made in the European Road Safety Charter to reduce the number of deaths on the roads by 50% against the year 2002 by 2010, when 610 persons were killed on our roads, could not be fulfilled in SR, the achieved result of 43% and all statistically monitored indicators of road accidents in the Slovak Republic, that show a downward tendency, are positively evaluated in both the SR and the EU.

The primary aim of the 3rd European Road Safety Action Programme („RSAP“) – to halve the number of people killed on the roads – could not be fulfilled by the end of year 2010 either, but RSAP was a strong catalyst of efforts of the EU member States at the improvement of road safety.
Road accidents are a serious problem of the whole society, of which those interested at regional and local levels are aware too. The interest of the individual entities is also proved by the number of signatories to the European Road Safety Charter that resulted from the initiative of the European Commission. In Slovakia 44 public and private entities joined the Charter who contribute through their activities to reduction of the number of accidents on our roads. The interest in this programme has been constantly shown, particularly in the recent period, and the number of signatories is expected to further grow.

New measures for the decade of RS until the year 2020 are divided into nine framework objectives that reflect feasible tasks, taking into account the proposed initiatives of the White Paper until the year 2050 – „Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system“ in the area of road safety enhancement.
ROAD SAFETY ENHANCEMENT STRATEGY IN THE YEARS 2011 – 2020
NATIONAL AND INTERNATIONAL CONTEXT

The Slovak Republic as a full member of the European Union respects recommendations of the European Commission in the area of road safety and endeavours to implement them. It is guaranteed by the Manifesto of the Government of the Slovak Republic from the year 2010, declaring among others that „the government of SR will support the development of a high quality, accessible and integrated transport infrastructure, competitive transport services, user-friendly and environmentally-friendly and energy efficient and safe transport."

The road safety in Slovakia is related not only to the national safety of traffic, but also to safe traffic on European roads, in the context with activities of SR in the EU and the European area. Further development of RS in SR results from the strategy of the Slovak government and from the European transport policy. The White Paper until the year 2050 – „Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system” pays special attention to road safety issues. In its list of initiatives, primary tasks for the area of road safety are especially those resulting from Objective 1.4. – Acting on transport safety: saving thousands of lives.
It involves not only the harmonisation and development of new intelligent technologies and transport systems, but also drafting of comprehensive strategic measures in the area of road accidents, emergency services, definition of terms for classification of injuries and fatalities as preparation for adoption of an injuries reduction target; focus on training and education of users; promote the use of safety equipment and pay particular attention to the most vulnerable groups of users such as pedestrians, cyclists and motorcyclists, including through safer infrastructure and vehicle technologies.

These plans are essentially aimed to a prospective creation of the „zero-vision“ in the area of road safety. In this context, towards the European road safety area, the European Commission again asserts as a priority for the years 2011 to 2020 halving the number of road fatalities compared to the year 2010.

Such drafted plan is the key to an improvement of overall performance of the transport system and to satisfaction of needs and expectations of citizens and societies: A coherent holistic and integrated approach is therefore needed, taking into account synergies with other policy goals. Road safety policies at local, national, European or international level should integrate relevant objectives of other public policies and vice versa.
DEFINING THE VISION AND THE OBJECTIVES

In a process such as transport it is necessary to integrate several strategic objectives into a framework that will finally provide a transport environment meeting the requirements of its users. In the conditions of road transport the term of required transport environment means a fast, reliable, safe and environmentally-friendly passenger and freight transport system. In the past an increased mobility was pushed to the foreground, which however also highlighted some negative aspects by its sudden growth, for example in the form of road fatalities. The enhancement of road safety is therefore necessarily an induced process that strives to mitigate negative aspects resulting from the accident rate. Passenger safety should not be the right and responsibility of a certain group, but all of us should contribute to it. This idea appears in the opinion of ETSC: “Every citizen has a fundamental right to, and responsibility for, road traffic safety. This right and responsibility serves to protect citizens from the loss of life and health caused by road traffic.”

The scope of responsibility of each of us is determined by the degree to which we can influence the road traffic process. In case of its users stress is put on the observance of well-established rules that strive to maintain the whole system in a safe condition, with a possibility of prediction. Institutions, whose responsibility is to shape the transport system, have their share of responsibility exactly defined. For coordination of the individual activities it is necessary to create a framework of measures enabling the achievement of the required objective. National plans with a vision to the nearest decades should determine a basic attribute on which the whole philosophy of the vision is based. Such an attribute can be the allegation that a person, his life and health is the measure of all values, so it cannot be regarded as an equivalent of one of material values or advantages for the other people. On the basis of this assumption, the whole road transport system has to be designed with regard to human health.

A sustainable development of transport in the following period needs a system that would approach its individual elements in a integral manner: person – vehicle – road. The road has to be designed in such a manner that it will take into account the abilities and limitations of the person. In traffic manoeuvres a vehicle supports the safe decision-making of the driver and offers him protection in case of a collision. A road user is properly informed and trained, and can be controlled there where it is necessary. The quality of transport infrastructure is to a certain degree dependent on the quality of the road design. Road surfaces in terms of evenness, roughness, quality and ability to transfer the traffic load have a direct impact on traffic safety, flow and comfort. To ensure the operability of the road network should be a priority task in road management with application of regular cyclic repairs of road cover layers.
It is recommendable to determine the road accident reduction target at national level in accordance with the common EU approach. Following the communication of the European Commission, the target was set in the form of a 50% reduction of road fatalities. The positive experience from the common EU target in the years 2002 to 2010 led to a conclusion on setting a strategic aim in the form of halving the road fatalities (fatalities in 30 days from accident) by the year 2020 compared to the reference year 2010.

Experiences from the previous programme period show that such formulated objective is in the general public’s awareness linked to the enhancement of road safety, which is the basic prerequisite of the acceptance of the proposed measures. In the interest of achievement of a real reduction of accident rate and its consequences such defined target should be fulfilled gradually (by 5% per year on the average) to avoid a negative jump decrease which would cause undesirable disproportions in the evaluation of the whole programme period 2011 to 2020.
ECONOMIC CONTEXT

Besides severe crushing experiences of road accident victims and their relatives, road accidents account for significant social losses that are expressed in monetary terms. The process of valuation of losses on road accidents results from a calculation that takes into account direct and indirect cost items. This calculation is based on the methodology „Value of human life in relation to road accidents“ prepared by Výskumný ústav dopravný, a.s., in 2009.

DIRECT COSTS COMPRISe:
- costs of health care (ambulance, outpatient and inpatient treatment),
- material losses,
- administrative costs (police, courts, insurance companies).

INDIRECT COSTS COMPRISe THE FOLLOWING ITEMS:
- production losses,
- social expenses.

Unit costs in price terms for the year 2007 depending on the type of costs and severity of injury are shown in the following table (also in percentage).

<table>
<thead>
<tr>
<th>Type of cost</th>
<th>Severity of road accident</th>
<th>Death</th>
<th>Severe injury</th>
<th>Light injury</th>
<th>Material damage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct costs (€)</td>
<td></td>
<td>14 585.87</td>
<td>32 157.84</td>
<td>6 970.15</td>
<td>3 283.64</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4.39%</td>
<td>32.87%</td>
<td>64.70%</td>
<td>88.72%</td>
</tr>
<tr>
<td>Administrative costs (€)</td>
<td></td>
<td>3 277.59</td>
<td>1 524.18</td>
<td>697.32</td>
<td>417.34</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.99%</td>
<td>1.56%</td>
<td>6.47%</td>
<td>11.28%</td>
</tr>
<tr>
<td>Indirect costs (€)</td>
<td></td>
<td>314 281.22</td>
<td>64 147.09</td>
<td>3 106.27</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>94.62%</td>
<td>65.57%</td>
<td>28.83%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Total costs (€)</td>
<td></td>
<td>332 144.68</td>
<td>97 829.11</td>
<td>10 773.74</td>
<td>3 700.98</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100.00%</td>
<td>100.00%</td>
<td>100.00%</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Total costs of road accidents do not comprise subjective damages such as pain, suffering, choc, loss of life expectancy, loss of life comfort and usual way of life and other, usually irreparable damages (so-called humanitarian costs).

Social costs from road accidents for the year 2007 were determined on the basis of the unit costs and number of killed and injured persons mentioned above, and road accidents with material damage. Total costs from road accidents amounted to more than EUR 700 mil. (more than SKK 21 bn.), which indicates the importance of this problem and the need of its solution in a coordinated manner that was based on a generally recognised strategy.

The structure of costs, in view of severity of injury, is relatively balanced, with a high share of costs with material damage. This fact raises the need of setting objectives that will be aimed not only at reducing the fatalities, but also at road accidents causing injury. Nearly 15% of total costs are represented by accidents with material damage.
damage, which should reflect in a higher engagement of the insurance companies in activities of road safety enhancement in Slovakia.

The proposed tasks that will lead to the reduction of social costs from road accidents will be financed from budget chapters of affected ministries and institutions that are reserved for these purposes.

From a long-term perspective it will be however necessary to re-evaluate this situation and propose a solution that will lead to partially autonomous financing of certain tasks. We are particularly referring to activities that are beyond the scope of powers of the individual ministries and should be dealt with in a „cross-sectional“ manner. The search for a suitable procedure will be one of the tasks in the annual specification of the implementation of measures set forth in the National Plan.
PRINCIPLE OF JOINT RESPONSIBILITY

As the road safety strategy is based on a common approach, the responsibility should be divided among all interested parties. It is stressed that road users must observe determined regulations and not menace themselves or the others by their conduct. For the scope of competences and responsibilities of the other institutions, it is necessary to achieve a state where an effective road safety management will be ensured at all levels (national, regional and local).

Therefore it is necessary to set up a management system where one of state administration bodies will have a managing and coordinating position. By definition of mutual relations and scope of competences among the individual entities it would be possible to effectively implement the proposed measures to enhance road safety. Of course, it is also necessary to solve the question of financing of the whole system in order to ensure the planning and operating activities in a long term. In the interest of achievement of the philosophy of common approach in road safety enhancement activities the division of responsibility is proposed as follows:

| GOVERNMENT, LOCAL AND SELF-GOVERNING AUTHORITIES AND PUBLIC SECTOR |
| To provide management and a framework for the development and application of an efficient road safety enhancement policy. |
| To provide high standards of traceability of fulfilment of road safety targets and to ensure an effective use of sources. |
| To provide funds for safety programmes that will maximise the benefits. |

| POLICE FORCE, MINISTRY OF INTERIOR SR |
| To improve the conduct of road users through participation in the implementation of preventive activities and efficient law enforcement means. |
| To maximise the efficiency of observance of the rules using well-proven enforcement systems and technologies. |
| To maintain the high level of expert reports in reporting accidents/casualties. |
| To concentrate on high-risk conduct and use data on casualties and accidents for identification of road sections where law enforcement of regulations could minimise such dangerous conduct. |

| VEHICLE TESTING STATIONS AND AUTHORISED VEHICLE TESTING SERVICE |
| To ensure a quality implementation of vehicle testing in accordance with valid regulations. |
To ensure statistical outputs for overviews of the condition of vehicles registered in the SR.

To inform vehicle operators about technical regulations for vehicles and participate in informing the public in other RS-related areas.

**LOCAL AND REGIONAL ADMINISTRATIONS**

To assume the leading role in coordination of efforts at road safety enhancement of all other relevant agencies and interest groups in their specific administrative area. These activities should be identical with the National Plan.

To ensure that planning of local facilities and residential areas will efficiently take into account needs of the society in the area of safety.

Within a scope of their capacities to provide financial or organisational support for programmes and initiatives related to improvement of road safety in the respective region.

To provide an efficient policy for control and observance of legislation on alcohol.

**EDUCATIONAL SECTOR**

In accordance with road traffic rules in the EU countries and with the UNECE consolidated resolution to provide systematic and continuing education in the area of road safety at schools of all levels.

To establish the system of education of professionals in the area of RS at the level of universities.

To develop relations between schools and other organisations in the area of road safety.

To provide help in long-life education of road users. Professional education in the area of RS is closely related to fast changes in the society and to the use of new technologies that mean a substantial increase of labour productivity and improve qualifications of employees.

**MEDIA**

To enhance the social awareness and understanding of main causes and actual costs of road accidents by the public.

To promote initiatives in the area of road safety using trustworthy and objective reportages in cooperation with the media.

To influence social changes leading to prevention of inappropriate conduct of drivers and their incorrect attitudes.

**HEALTH ORGANISATIONS**

To ensure the development of effective rescue (ambulance) services.

To instruct the patients on their competence in road traffic, including the effects of prescribed medicine and therapy on a road user’s activity.

To provide feed-back for the evaluation of injuries in order to improve the protection of passengers and the road safety policy.

To provide health promotion for road safety programmes.
TRAFFIC AND LOCAL PLANNERS
- To take effective and safety measures concerning traffic control in traffic and land-use planning.
- To pay special attention to the development of disabled transport infrastructure and to requirements of persons with restricted mobility and orientation, seniors, children, pedestrians, cyclists and other non-motor road users in planned tasks.

ROAD ADMINISTRATORS
- To increase the safety performance of road network by ensuring that safety aspects have the highest priority in planning, design, construction and maintenance.
- To apply techniques reducing and preventing the accident rate to establish a safer future road network.
- To verify and conduct safety audit and inspection of existing, reconstructed and new roads aimed to the elimination of dangerous locations and misleading signs or to installation of missing signs.

INSURANCE COMPANIES
- To provide help in the development, sponsorship and financing of accident prevention programmes.
- To provide insurance premium incentives as the means of supporting and rewarding a safer conduct and to introduce progressive insurance rates for perpetrators of traffic offences in case of existence of several types of insurance.
- To provide feedback for governmental and regenerative accident trends and results to help the future development of the road safety policy.

VEHICLE MANUFACTURERS AND IMPORTERS
- To improve the impact resistance of vehicles, including increased passenger protection.
- To gradually introduce in vehicles modern technologies that prevent collisions or reduce the severity of consequences.
- To inform customers about safety aspects of a motor vehicle.

TRANSPORT COMPANIES
- To adopt responsible schedules of implementation of forwarding orders so that drives in trucks allow for adequate breaks and support drivers’ safety.
- To prevent the abuse of stimulant effects of alcohol and drugs and to promote a healthy life style among drivers.
- To ensure the observance of standards concerning vehicles (mechanical safety, stability, fastening and protection of cargo).
- To increase the professionalism of the sector and to integrate safety into the corporate culture.
TRAINING CENTRES AND DRIVING SCHOOLS
- To equip the instructors and learner drivers with required skills, reactions and behaviour that are necessary for safe driving on our roads.
- To maintain and support the high standard of training, briefing and professionalism of drivers.
- To promote and support the improvement of driving and proper loading and fastening skills among drivers, especially among drivers of heavy trucks and drivers in public transport.

MOTOR ASSOCIATIONS
- To promote safety among its members by providing up-to-date and relevant information on traffic legislation, safe conduct, driving techniques, traffic conditions, vehicle maintenance and safety procedures.
- To support, promote and sponsor road safety initiatives and campaigns.
- To provide members with a feedback to the government and industry in the area of safety policy and new initiatives.

SCIENCE AND RESEARCH
- To ensure balance between basic research and applied research.
- To ensure a high-quality and timely road safety research and the identification and publication of its results.
- To ensure the development of high-quality databases.
- To evaluate the efficiency of implemented measures.
- To provide reliable research results and knowledge, on the basis of which political decisions can be implemented.
GENERAL OBJECTIVES AND TOOLS OF THE STRATEGY

The core of each strategy are specific steps allowing the achievement of the set objective. In comparison to the previous plan, a change in the content structure was made. The existing structure consists of a systematic and logic sequence of steps. Finally they should represent an improvement of the situation in each of elements of the transport system that directly or indirectly participates in the occurrence and severity of traffic accidents. For the achievement of the Strategic Aim 9 general objectives were identified that also represent partial programme objectives:

A. Reducing road accidents caused by exceeding the speed limit and failure to adapt the driving speed to environmental conditions
B. Reducing road accidents caused by consumption of alcohol and drugs
C. Reducing road accidents involving vulnerable road users
D. Enhancement of safety through an efficient traffic education at schools and training of applicants for driver licence in training centres of driving schools
E. Increasing the level of road infrastructure safety
F. Increasing the level of safety through safer vehicles and introduction of ITS
G. Increasing the level of safety in road freight and bus transport
H. Increasing the level of post-accident care
I. Road safety management

These general objectives are divided, from this point of view, into the individual areas that significantly affect their development. They thus represent instruments that are identified as having key importance for improvement of the existing situation. For achievement of positive effects of each of these instruments it is necessary to create conditions leading to their implementation. This state can be achieved by implementation of gradual steps that are designated as basic elements of a plan – task. Each of the tasks must have defined responsibility and date of implementation. The condition for achievement of the set objective is a comprehensive implementation of the National Plan. As the period of application of the plan is ten years and progress registered in this area is rapid, it is necessary to regularly evaluate the accomplishment of the individual tasks and update them in case of acquisition of new knowledge and information. The tasks will not be evaluated only from the view of their implementation, but also from the view of their impact on a specific area. For this reason indicators of fulfilment of the general objectives have been defined.

A detailed list of proposed measures – tasks of the National Road Safety Plan of SR for the years 2011 – 2020 is provided in the annex that forms an integral part of this document.
For the achievement of the ambitious aim of halving road accident fatalities in SR by the year 2020 compared to the year 2010 it is necessary to ensure that strategy of the new National Road Safety Plan of SR for the years 2011 to 2020 becomes a real basis for activity of all entities active in this area.
The Road Safety measures must be included among priorities of entities engaged in road safety tasks and further elaborated in their strategic documents. A resolution of the Government of SR shall appoint the main coordinator for the implementation of the National Road Safety Plan who will regularly, always at the beginning of year, specify and update the road safety tasks for the following year. The National Road Safety Plan of SR until the year 2020 needs an active political and social support to join a decade that has been declared by EC, UNO and WHO to be an action decade of road safety in Europe.
OBJECTIVES AND PROPOSED MEASURES
A: Reducing road accidents caused by exceeding the speed limit and failure to adapt the driving speed to environmental conditions

| A.1: Implementation of speed management in conditions of Slovak republic |

A.1.1: Defining criteria and technical requirements for safe and credible speed limits and creating a framework for efficient informing the drivers on valid speed limits on road sections
- Development of a methodology based on well-proven procedures and results of crash tests
  Responsibility: MoTCRD SR and MoI SR
  Implementation: scientific and research institutions
  Deadline: 2013

A.1.2: Mapping out the road network in terms of existing speed limits and their change according to defined criteria and requirements
- Creation of a digital map (GIS) of the road network with valid speed limits
  Responsibility: MoTCRD SR, MoI SR
  Implementation: road administrators
  Deadline: 2015

A.1.3: Efficient supervision of observance of speed limits
- Intensive law enforcement by the Police on the road network in the form of highway patrols or in automated manner (camera system)
  Responsibility: MoI SR
  Implementation: police
  Deadline: currently

A.1.4: Gradual introduction of modern Technologies for dynamic speed limits
- Use of intelligent transport systems in selected locations (variable traffic signs, ISA – Intelligent Speed Adaptation)
  Responsibility: MoTCRD SR, MoI SR
  Implementation: road administrators
  Deadline: currently

Indicators of fulfilment of objective:
- Results from monitoring speed characteristics of motor traffic on the road network of SR
A.2: INTRODUCTION OF AUTOMATED LAW ENFORCEMENT IN THE AREA OF EXCEEDING THE SPEED LIMIT AND JUMPING THE LIGHTS

A.2.1: Establishment of an effective framework for automated law enforcement by the Police
- Implementation of a pilot project defining technical, legislative and organisational requirements and standards for a successful introduction of the system
  Responsibility: MoI SR
  Implementation: scientific and research institutions
  Deadline: 2015

A.2.2: Adoption of required technical standards and legislation required for the introduction of an automated law enforcement system
- Transfer of responsibility from the driver to the owner of vehicle, definition of financing of specific applications and reallocation of revenues from fines
  Responsibility: MoI SR, MoTCRD SR, self-governing authorities, road administrators
  Implementation: MoTCRD SR, MoI SR, self-governing authorities, road administrators
  Deadline: 2017

A.2.3: Activities aimed at interoperability of the system in the area of cross-border law enforcement
- Potential modification of information exchange systems
  Responsibility: MoI SR
  Implementation: MoI SR
  Deadline: 2020

A.2.4: Evaluation of the automated law enforcement programme on a regular basis
- Evaluation of efficiency of the system and of economic returns on its introduction
  Responsibility: MoI SR, self-governing authorities
  Implementation: MoI SR, self-governing authorities
  Deadline: annually (after the implementation)

Indicators of fulfilment of objective:
- Number of locally introduced applications
- Economic effectiveness from the introduction of applications
A.3: INCREASING THE PUBLIC AWARENESS OF CONSEQUENCES OF EXCEEDING MAXIMUM SPEED LIMIT AND A SAFE HEADWAY

A.3.1: Implementation of campaigns aimed at the need to keep maximum speed limit and a safe headway
- To reach the target group of road users in a selective manner
Responsibility: MoTCRD SR, MoI SR, PHA SR (Public Health Authority of SR), SRC (Slovak Red Cross), insurance companies
Implementation: MoTCRD SR, MoI SR, PHA SR, SRC, insurance companies
Deadline: currently

A.3.2: Participation of volunteers’ network (VAMOS) in activities enhancing the public awareness
- Activities in the form of personal contacts with the target group at regional and local level
Responsibility: MoTCRD SR, MoI SR, network of volunteers VAMOS
Implementation: network of volunteers VAMOS, self-governing authorities
Deadline: currently

A.3.3: Revision of teaching methodology used by driving schools in the framework of theoretical and practical training of applicants for driver’s licence and professional drivers aimed at negative aspects of exceeding maximum speed limit and safe headway
- Reservation of a larger space for this issue in driving school training
Responsibility: SKVZA (Slovak Chamber of Driving School Training Centres), training centres
Implementation: driving schools
Deadline: currently

Indicators of fulfilment of objective:
- Number of implemented campaigns with stress on their evaluation
- Level of participation of self-governing authorities in activities enhancing the awareness
B: REDUCING ROAD ACCIDENTS CAUSED BY CONSUMPTION OF ALCOHOL AND DRUGS

B.1: REDUCING ROAD ACCIDENTS CAUSED BY CONSUMPTION OF ALCOHOL

B.1.1: Efficient law enforcement by the Police aimed at drinking and driving
- Intensive highway checks coordinated with media campaigns
Responsibility: MoI SR
Implementation: Police
Deadline: currently

B.1.2: Campaigns and educational measures oriented to the risk of drinking and driving
- Targeted campaigns with use of the network of volunteers and efficient means of informing the general public, aimed at zero tolerance of alcohol in drivers
Responsibility: MoTCRD SR, MoI SR, MoH SR - PHA SR, SRC, MoESRS SR
Implementation: MoTCRD SR, MoI SR, PHA SR, SRC, MoESRS SR, network of volunteers VAMOS
Deadline: currently

B.1.3: Intensive highlighting of negative effects of alcohol in drivers training
- More intensive highlighting of the problem and its risks during training of potential drivers
Responsibility: SKVZA, training centres
Implementation: driving schools
Deadline: currently
**B.2: Reducing Road Accidents Caused by the Use of Drugs and Medicaments**

**B.2.1: Provision of technical equipment to the Police for effective detection of intoxicants**
- Procurement of effective equipment for fast and valid identification of intoxicants

  **Responsibility:** MoI SR  
  **Implementation:** MoI SR  
  **Deadline:** 2011

**B.2.2: Efficient law enforcement by the Police aimed at driving while intoxicated**
- Intensive highway checks

  **Responsibility:** MoI SR  
  **Implementation:** Police  
  **Deadline:** currently

**B.2.3: Campaigns and educational measures oriented to the risk of use of intoxicants and medicaments while driving**
- Targeted campaigns with use of the network of volunteers and efficient means of informing the general public

  **Responsibility:** MoTCDR SR, MoI SR, MoH SR – PHA SR, SRC, MoESRS SR  
  **Implementation:** MoTCDR SR, MoI SR, PHA SR, SRC, MoESRS SR, network of volunteers VAMOS  
  **Deadline:** currently

**B.2.4: Intensive highlighting of negative effects of intoxicants and medicaments in drivers training**
- More intensive highlighting of the problem and its risks during training of potential drivers

  **Responsibility:** SKVZA, training centres  
  **Implementation:** driving schools  
  **Deadline:** currently

**Indicators of fulfilment of objective:**
- Reduction of road accidents and their consequences caused by driving while drunk or intoxicated
C: REDUCING ROAD ACCIDENTS INVOLVING VULNERABLE ROAD USERS

| C.1: INCREASING THE LEVEL OF PEDESTRIAN SAFETY IN ROAD TRAFFIC |

C.1.1: Defining the criteria and technical requirements for safe movement of pedestrians on roads
- Development of a methodology based on real behaviour of pedestrians and persons with restricted mobility and orientation and on well-proven procedures of increasing their safety applied abroad

Responsibility: MoTCRD SR
Implementation: scientific and research institutions
Deadline: 2013

C.1.2: Calming traffic in and out of settlements using its suitable segregation
- Intensification of existing and designing new pedestrian zones and public areas
- Enforcement of calming traffic on through highways with the aim to achieve a higher quality of life of local population

Responsibility: MoTCRD SR, communities, higher territorial units
Implementation: SSC (Slovak Road Administration), self-governing authorities
Deadline: currently

C.1.3: Increasing pedestrian crossing safety
- Illumination of crossings, acoustic/light signals, construction works (e.g. central islands, raised thresholds, relief surfaces and guiding lines for blind, etc.), efficient traffic signs
- Disabled facilities for persons with restricted mobility and orientation

Responsibility: MoTCRD SR, MoI SR, VÚC, communities
Implementation: road administrators
Deadline: currently

C.1.4: Efficient supervision of observance of legislation and restrictions on pedestrian movement
- Intensive law enforcement by the Police on the road network in the form of highway patrols

Responsibility: MoI SR, self-governing authorities
Implementation: competent KDI and ODI (regional and district road traffic licensing departments), Local Police
Deadline: currently

C.1.5: Campaigns and educational measures aimed at use of reflexive and protective elements
- Presentation of benefits of the use of reflexive elements under reduced visibility conditions, protective elements for pedestrians, skaters or persons moving on other sports gear, and evaluation of the efficiency based on monitoring

Responsibility: MoTCRD SR, MoI SR, MoH SR – PHA SR, SRC, MoESRS SR, PHA SR
Implementation: MoTCRD SR, MoI SR, PHA SR, SRC, MoESRS SR, network of volunteers VAMOS
Deadline: currently
Indicators of fulfilment of objective:
- Decrease in the number of injured and killed pedestrians
- Number of pedestrian crossings using active light elements and elements slowing down traffic
- Number of disabled facilities for persons with restricted mobility and orientation
- Increased area of pedestrian zones and areas
- Number of positively evaluated campaigns and educational measures

C.2: INCREASING THE LEVEL OF CYCLIST SAFETY

C.2.1: Defining the criteria and technical requirements for safe movement of cyclists on roads
- Development of a methodology based on real behaviour of cyclists and on well-proven procedures applied abroad
  
  Responsibility: MoI SR, MoTCRD SR, VÚC, communes
  
  Implementation: scientific and research institutions
  
  Deadline: 2012

C.2.2: Supporting construction of cycle paths in communes and cities
- Construction of cycle paths in communes, cities, as well as in rural zones, and creation of conditions for their spatial segregation from other road users
  
  Responsibility: MoTCRD SR, VÚC and communes
  
  Implementation: Road administrators
  
  Deadline: currently

C.2.3: Supporting safe cycling through digitalisation of information for cyclists
- Creation of a digital map (GIS) of the cycle path network
  
  Responsibility: MoTCRD SR, MoI SR, VÚC and communes
  
  Implementation: Road administrators
  
  Deadline: currently

C.2.4: Campaigns and educational measures aimed at use of crash helmets for cycling and reflexive elements under reduced visibility conditions
- Highlighting the benefits of use of crash helmets for cycling and reflexive elements under reduced visibility conditions and evaluation of efficiency based on monitoring
  
  Responsibility: MoTCRD SR, MoI SR, MoH SR – PHA SR, SRC, MoESRS SR
  
  Implementation: MoTCRD SR, MoI SR, PHA SR, SRC, MoESRS SR, network of volunteers VAMOS
  
  Deadline: currently

C.2.5: Efficient supervision of observance of generally binding legislation and restrictions on cyclists’ movement
- Intensive law enforcement by the Police on the road network in the form of highway patrols
  
  Responsibility: MoI SR
  
  Implementation: Police, self-governing authorities
  
  Deadline: currently
Indicators of fulfilment of objective:
- Decrease in the number of accidents involving cyclists
- Decrease in the number of injured and killed cyclists
- Number of implemented campaigns and educational measures
- Level of participation of self-governing authorities in awareness enhancement activities
- Number of kilometres of roads reserved for pedestrians, cyclists and skaters

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**C.3: INCREASING THE LEVEL OF MOTORCYCLISTS´ SAFETY**

**C.3.1: More intensive coverage of risks for motorcyclists in driving school training**
- Focus on risks linked to motorcycle driving
  - Responsibility: SKVZA
  - Implementation: driving schools
  - Deadline: currently

**C.3.2: Implementation of campaigns and educational measures aimed at risks for motorcyclists**
- To reach the target group of road users in a selective manner
  - Responsibility: MoTCRD SR, Mol SR, MoH SR - PHA SR, SRC, insurance companies
  - Implementation: MoTCRD SR, Mol SR, PHA SR, SRC, insurance companies, network of volunteers VAMOS
  - Deadline: currently

**C.3.3: More intensive law enforcement by the Police among motorcyclists**
- Intensive law enforcement by the Police on the road network in the form of highway patrols
  - Responsibility: Mol SR
  - Implementation: Police
  - Deadline: currently

Indicators of fulfilment of objective:
- Number of slightly and severely injured and killed motorcyclists
- Number of implemented campaigns with impetus on their evaluation
D: INCREASING THE SAFETY THROUGH EFFICIENT TRAFFIC EDUCATION AT SCHOOLS AND TRAINING OF APPLICANTS FOR DRIVER´S LICENCE IN DRIVING SCHOOL TRAINING CENTRES

D.1: CONTINUING TRAFFIC EDUCATION AT SCHOOLS

D.1.1: To improve and extend traffic education at nursery and elementary schools
- Interconnection of contents and aims of traffic education at nursery and elementary schools according to the principles of adequacy, successiveness and demonstration
- Provision of quality traffic education books and teaching aids for schools
- Increasing the quality of traffic education through continuing education of teachers

Responsibility: MoESRS SR
Implementation: MoESRS SR
Deadline: currently

D.1.2: To create conditions for specialised traffic education and practical training of nursery school children and elementary school students
- To determine objectives and contents of education of nursery school children and elementary school students on traffic playgrounds
- To determine organisational conditions for the implementation of practical training on traffic playgrounds

Responsibility: MoESRS SR, MoI SR
Implementation: MoESRS SR, MoTCRD SR, MoI SR, SKVZA
Deadline: currently

D.1.3: Organising elementary school students´ contests aimed at knowledge, skills and habits of students in the area of road safety enhancement
- Participation of students in international contests through regional and national schools

Responsibility: MoESRS SR,
Implementation: MoESRS SR, Police, SKVZA, motoring clubs
Deadline: currently

Indicators of fulfilment of objective:
- Number of approved school books and teaching aids for traffic education
- Number of teachers who have attended continuing traffic education courses
- Number of children and students who attended practical training on traffic playgrounds
- Number of students who attended children traffic contests
D.2: IMPROVEMENT OF TRAINING OF APPLICANTS FOR DRIVER’S LICENCE AND PROFESSIONAL DRIVERS AND REDUCTION OF RELAPSE AMONG TRAFFIC OFFENDERS

D.2.1: Revision of the quality of training of applicants for driver’s licence at driving schools compared to the latest procedures and knowledge available abroad
- To define new standards for driving school training (e.g. principles of GDE matrix, ecodriving, risk situations, number of kilometres covered during training, courtesy to persons with restricted mobility and orientation, etc.).
  **Responsibility:** MoI SR, MoTCRD SR, SKVZA
  **Implementation:** scientific and research institutions
  **Deadline:** 2014

D.2.2: Negotiation of proposals at expert level and implementation of changes into procedures and standards
- Broad discussion on proposed changes and measures and their implementation
  **Responsibility:** MoTCRD SR, MoI SR, SKVZA
  **Implementation:** MoTCRD SR, MoI SR, SKVZA
  **Deadline:** 2015

D.2.3: Evaluation of effects with regard to the accident rate and level of knowledge and skills of learner drivers
- Analysis of effects from implemented changes
  **Responsibility:** MoTCRD SR, MoI SR, SKVZA
  **Implementation:** scientific and research institutions
  **Deadline:** annually (after the implementation)

D.2.4: Introduction of a framework for rehabilitation courses aimed at drivers and at relapse of drivers as persons involved in accidents
- Discussions in groups led by an experienced psychologist, aimed at offences related to exceeding the speed limit, use of alcohol and drugs while driving (obligation to use alcolock), aggressive conduct
  **Responsibility:** MoTCRD SR, MoI SR, SKVZA
  **Implementation:** scientific and research institutions, Slovak Chamber of Psychologists
  **Deadline:** 2015

**Indicators of fulfilment of objective:**
- Share of learner drivers on total number of road accidents
- Success of passed examinations for driver’s licence
E: INCREASING THE LEVEL OF ROAD INFRASTRUCTURE SAFETY

| E.1: APPLICATION OF SAFETY AUDIT IN CONDITIONS OF SLOVAK REPUBLIC |

E.1.1: Elaboration of methodical guidelines for implementation of safety audit in Slovak republic
- To define procedures and methodology for safety audit
Responsibility: MoTCRD SR
Implementation: MoTCRD SR, Chamber of Civil Engineers (KSI), scientific and research institutions
Deadline: 2011/ 1st half-year 2012

E.1.2: Setting up a network of safety auditors in accordance with valid generally binding legislation
- System of training, registration and organisation of safety auditors, project pipeline
Responsibility: MoTCRD SR
Implementation: MoTCRD SR, Chamber of Civil Engineers (KSI), scientific and research institutions
Deadline: 2013

E.1.3: Implementation of safety audits of projects in road categories determined by law
- Integration of safety audit into the individual stages of project documentation
Responsibility: MoTCRD SR
Implementation: auditors, investors, project implementers
Deadline: currently (after the implementation of E1.1)

E.1.4: Provision of support for safety audit on roads of lower category
- To support voluntary implementation of safety audit outside the TEN-T network
Responsibility: MoTCRD SR, road administrators
Implementation: auditors, investors, project implementers
Deadline: currently

E.1.5: Introduction of new knowledge and procedures into the training process of safety auditors
- To update training courses in the light of the latest knowledge available in SR and other countries
Responsibility: MoTCRD SR
Implementation: MoTCRD SR, Chamber of Civil Engineers (KSI), scientific and research institutions
Deadline: currently (after the implementation E1.1)

Indicators of fulfilment of objective:
- Number of trained safety auditors
- Number of conducted safety audits
E.2: ASSESSMENT OF ROAD SAFETY IMPACT IN THE FORM OF ROAD INSPECTION

E.2.1: Exact localisation of road accident sites
- Localisation of road accident sites using the GPS coordinates and their situation on digital map of the road network
  Responsibility: MoI SR, MoTCRD SR
  Implementation: MoI SR
  Deadline: 2011

E.2.2: Localisation of accident blackspots and drafting measures for elimination of causes of road accidents
- Evaluation of statistical data on road accidents and preparation of transparent maps and brochures on road accidents
  Responsibility: MoI SR, MoTCRD SR, road administrators
  Implementation: MoI SR, SSC Bratislava, road administrators
  Deadline: currently

E.2.3: Establishment of a mechanism for financing of measures in accident blackspots
- To assert the inclusion of road safety issues in supporting and operational programmes for the purpose of raising funds independent from budget items
  Responsibility: MoTCRD SR
  Implementation: road administrators
  Deadline: 2013

E.2.4: Construction of left-turn lanes on risky road sections
- In locations with high traffic intensity and occurrence of severe road accidents
  Responsibility: MoTCRD SR, road administrators
  Implementation: road administrators
  Deadline: currently

E.2.5: Evaluation of efficiency of implemented measures in accident blackspots
- To evaluate the efficiency of implemented measures based on safety audit and road inspection
  Responsibility: MoTCRD SR
  Implementation: road administrators
  Deadline: annually

Indicators of fulfilment of objective:
- Number of proposed solutions in accident blackspots
- Number of removed accident blackspots
E.3: BROAD APPLICATION OF TRAFFIC CALMING ELEMENTS

E.3.1: Application of traffic islands on entrances to communes and roundabouts on new-built roads
- In case of roundabouts to analyse their impact on traffic flow
  Responsibility: road administrators
  Implementation: road administrators
  Deadline: currently

E.3.2: Application of traffic calming elements and segregation of motorised and non-motorised traffic with stress on through roads in communes and locations with a high number of vulnerable road users
- To create conditions for safe movement of vulnerable road users, to support the projects „Safe Commune/City“.
  Responsibility: MoTCRD SR, MoI SR, road administrators
  Implementation: road administrators
  Deadline: currently

E.3.3: Introduction of residential, school and pedestrian zones and informative speed meters in these sections
- Limitation of speed and exclusion of motorised traffic in these zones
  Responsibility: MoTCRD SR, MoI SR, road administrators
  Implementation: road administrators
  Deadline: currently

Indicators of fulfilment of objective:
- Number of implemented construction works on existing road network
- Number of proposed building solutions in planned projects

E.4: INCREASING SAFETY OF RAILWAY CROSSINGS AND ROAD TUNNELS

E.4.1: Setting up a methodology for determination of technical requirements for safety of railway crossings and tunnels
- To analyse maintenance of railway crossings and to propose solutions
  Responsibility: ŽSR (Railways of SR), MoTCRD SR
  Implementation: scientific and research institutions
  Deadline: 2012

E.4.2: Analysis of safety of railway crossings and tunnels in accordance with road inspection methodology
- To analyse maintenance of railway crossings and to propose solutions
  Responsibility: ŽSR
  Implementation: safety auditors
  Deadline: currently
**E.4.3:** Implementation of measures increasing safety of railway crossings and tunnels
- Selection of optimal alternative

**Responsibility:** ŽSR, MoTCRD SR, MoI SR, road administrators

**Implementation:** road administrators

**Deadline:** currently

**E.4.4:** Evaluation of implemented measures through CBA
- To compare costs and benefits of implemented measures

**Responsibility:** ŽSR, MoTCRD SR, MoI SR, road administrators

**Implementation:** scientific and research institutions, road administrators

**Deadline:** annually

**Indicators of fulfilment of objective:**
- Number of implemented construction and other works
- Number of proposed building and other solutions in planned projects

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**E.5: IMPROVEMENT OF TRAFFIC SIGNS ON THE ROAD NETWORK**

**E.5.1:** Passportisation of vertical and horizontal traffic signs on the road network
- Electronic register of traffic signs for effective management and maintenance

**Responsibility:** MoTCRD SR

**Implementation:** road administrators

**Deadline:** 2013

**E.5.2:** Inspections aimed at comprehensibility and quality of traffic signs and
- Removal of redundant and conflict traffic signs

**Responsibility:** MoTCRD SR, MoI SR, road administrators

**Implementation:** road administrators

**Deadline:** currently

**E.5.3:** Regular maintenance of horizontal traffic signs
- Maintenance of the quality for better comprehensibility, maintenance of durability of relief facilities for persons with restricted mobility and orientation

**Responsibility:** road administrators

**Implementation:** road administrators

**Deadline:** currently

**E.5.4:** Utilisation of variable traffic signs
- In locations of changes in operating conditions caused by the change of weather conditions, congestion, etc.

**Responsibility:** MoTCRD SR, MoI SR, road administrators

**Implementation:** road administrators

**Deadline:** currently
Indicators of fulfilment of objective:
- Number of implemented measures on the road network
- Length of road sections with restored horizontal traffic signs

F: INCREASING THE LEVEL OF SAFETY THROUGH SAFER VEHICLES AND INTRODUCTION OF ITS

F.1: INCREASING VEHICLE SAFETY

F.1.1: Efficient implementation of vehicle testing, state supervision of activity of vehicle testing stations and statistical surveys
- Testing aimed at vehicle condition and statistical documentation of results
  Responsibility: MoI SR, MoTCRD SR
  Implementation: Police
  Deadline: currently

F.1.2: Implementation of the EU legislation aimed at vehicle condition in conditions of SR
- Approximation of the EU legislation
  Responsibility: MoTCRD SR
  Implementation: MoTCRD SR
  Deadline: currently

F.1.3: Assessment of safety impacts of expected increase in the number of hybrid and electric vehicles
- Analysis aimed at a broader representation of these vehicles and their specifics in road traffic
  Responsibility: MoTCRD SR
  Implementation: scientific and research institutions
  Deadline: 2013

F.1.4: Increasing the use of safety belts through awareness enhancement and law enforcement activities
- Campaigns accompanied by targeted highway checks by the Police
  Responsibility: MoTCRD SR, MoI SR
  Implementation: MoTCRD SR, Police, MoI SR
  Deadline: currently

F.1.5: Increasing bus safety through their mandatory equipment by safety belts, adaptation of seats to safe transport of children and adaptation of vehicles to safe transport of persons with restricted mobility and orientation
- Assessment of impact and implementation among forwarders
  Responsibility: MoTCRD SR
  Implementation: MoTCRD SR
  Deadline: 2015
F.1.6: Campaigns highlighting safety aspects at purchase of a new passenger car
- To support results of the programme EuroNCAP and enhance the public awareness of its importance

**Responsibility:** MoTCRD SR, MoESRS SR

**Implementation:** MoTCRD SR, MoH SR, MoESRS SR, network of volunteers VAMOS

**Deadline:** currently

**Indicators of fulfilment of objective:**
- Number of implemented checks in the framework of tasks F1.1 and F1.5
- Number of implemented campaigns with positive results
- Percentage of use of safety belts by vehicle crew
- Number of buses adapted to transport of persons with restricted mobility and orientation

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**F.2: INCREASING SAFETY THROUGH INTRODUCTION OF ITS**

**F.2.1: Cooperation with relevant institutions on the implementation of the Programme of Promotion of Intelligent Transport Systems – National Traffic Information System**
- Cooperation on the development of data architecture with regard to provision of required sources of information for design, implementation and evaluation of specific road safety measures

**Responsibility:** MoTCRD SR

**Implementation:** MoTCRD SR, MoI SR, VÚC, communes, road administrators

**Deadline:** currently

**F.2.2: Introduction of ITS applications on the road network of SR**
- Drafting and implementation of specific measures based on detailed analyses of causes of road accidents

**Responsibility:** MoTCRD SR, MoI SR

**Implementation:** scientific and research institutions, road administrators

**Deadline:** currently

**Indicators of fulfilment of objective:**
- Total number of implemented solutions in the form of ITS applications
- Number of accident blackspots removed through ITS solutions
- Share of road sections with traffic control in the form of ITS applications on the whole road network
G: INCREASING THE LEVEL OF SAFETY IN HAULAGE AND BUS TRANSPORT

G.1.1: Creation of conditions for effective corporate culture in the area of road safety (safety culture)
- Involvement of corporations in the process of increasing road safety in the form of internal mechanisms aimed to employees whose job is to drive a business car
Responsibility: MoTCRD SR
Implementation: Zväz autobusovej dopravy (Bus Transport Association), ČESMAD-Slovakia, SAD, transport companies, public urban transport (MHD)
Deadline: currently

G.1.2: Increasing the qualification of control bodies in the area of knowledge of social legislation, fastening of the cargo and transport of dangerous goods
- Improvement of the process of trainers’ education and publication of teaching texts
Responsibility: MoTCRD SR
Implementation: MoTCRD SR, scientific and research institutions
Deadline: currently

G.1.3: Increasing the quality of basic qualification and regular training of drivers in haulage and bus transport „CNAD“
- Improvement of the process of trainers’ education and publication of teaching texts
Responsibility: MoTCRD SR
Implementation: MoTCRD SR, training centres
Deadline: currently

G.1.4: To ensure an efficient implementation of checks of compliance with legislation and technical standards in road haulage and bus transport and determination of higher sanctions for non-compliance with specific provisions
- Supervision of compliance with social legislation, fastening of the cargo and transport of dangerous goods
Responsibility: MoI SR, Labour Inspectorate
Implementation: Police, Labour Inspectorate
Deadline: currently
H: INCREASING THE LEVEL OF POST-ACCIDENT CARE

H.1: INCREASING THE PUBLIC AWARENESS OF PROVISION OF FIRST AID IN ROAD ACCIDENTS

H.1.1: To enhance the general public awareness of provision of first aid through campaigns and educational activities

- Targeted campaigns oriented to a wide spectrum of age categories in the form of publicity materials and demonstrations

**Responsibility:** MZ SR – PHA SR, SRC, MoESRS SR, SKVZA  
**Implementation:** PHA SR, SRC, SKVZA  
**Deadline:** currently

H.1.2: To pay special attention to provision of first aid in health education at elementary and secondary schools

**Responsibility:** MoH SR – PHA SR, SRC  
**Implementation:** MoH SR – public health, cooperation of MoESRS SR, VÚC, cities, communes  
**Deadline:** currently

**Indicators of fulfilment of objective:**
- Number of organised campaigns
- Number of students who attended first aid courses

H.2: IMPROVEMENT OF SERVICES IN THE AREA OF POST-ACCIDENT CARE

H.2.1: Introduction of eCALL system in Slovakia

- Development and introduction of eCall system

**Responsibility:** MoI SR, MoTCRD SR, units of Integrated Rescue System  
**Implementation:** MoI SR, MoTCRD SR, MoH SR, units of Integrated Rescue System  
**Deadline:** 2012

H.2.2: Provision of psychological support for victims of road accidents

- Setting up a network consisting of social workers and psychologists to provide moral support to traumatised victims

**Responsibility:** SKP – Slovak Chamber of Psychologists  
**Implementation:** SKP - Slovak Chamber of Psychologists  
**Deadline:** 2015

H.2.3: Effective marking and removal of consequences of road accidents on site

- Development of methodology for removal of consequences of road accidents and specification of requirements for marking of these sites
Responsibility: MoI SR, MoTCRD SR  
Implementation: MoI SR, MoTCRD SR  
Deadline: 2012

Indicators of fulfilment of objective:
- Number of centres set up
- Number of victims of accidents who attended a therapeutic programme with social workers and psychologists

→ I: ROAD SAFETY MANAGEMENT

| I.1: COORDINATION AND MUTUAL COOPERATION AT INTERNATIONAL LEVEL |

I.1.1: Participation of representatives at official international meetings and subsequent provision of information on important conclusions in the area of road safety to working group members

- The affected working group members will be informed about relevant results during important events

Responsibility: all working group members – Chief Road Safety Coordinator of MoTCRD SR  
Implementation: all participants  
Deadline: currently

I.1.2: Provision of relevant, reliable and comparable documents for international institutions

- Making available the required data and information to the European Commission and their exchange at international level.

Responsibility: MoTCRD SR, MoI SR, MoH SR – PHA SR, MoESRS SR  
Implementation: MoTCRD SR, MoI SR, PHA SR, MoESRS SR, scientific and research institutions  
Deadline: currently

I.1.3: Creation of conditions for the support of projects aimed to road safety enhancement from EU funds and funds of international organisations – after evaluation of their relevance

- Definition of road safety issues in the respective strategic and reference frameworks

Responsibility: competent ministries  
Implementation: competent ministries  
Deadline: currently

I.1.4: Setting up an information portal for the support of strategic decision-making process that is based on verified information and data, and its continuous updating

- Concentration of information and data from the area of road safety to allow implementation of own analyses

Responsibility: MoTCRD SR, MoI SR  
Implementation: MoTCRD SR  
Deadline: currently
I.1.5: Implementation of ENHIS (Environmental and Health Information System) for monitoring and analysis of selected indicators of accident rate in SR
- Application of the ENHIS methodology with special focus on ENHIS on children’s population
Responsibility: MoH SR, PHA SR
Implementation: MoH SR - PHA SR
Deadline: currently

Indicators of fulfilment of objective:
- Number of supported projects aimed to road safety issues

I.2: COORDINATION AND MUTUAL COOPERATION AT NATIONAL AND REGIONAL LEVEL

I.2.1: Strengthening of the road safety management process at regional level through allocation of adequate number of qualified employees
- Provision of additional personnel to the respective authorities and their subsequent retraining
Responsibility: MoTCRD SR
Implementation: MoTCRD SR
Deadline: 2014

I.2.2: Promotion of current road safety issues in all types of the media
- Active cooperation of experts with the media
Responsibility: all interested persons
Implementation: all interested persons
Deadline: currently

I.2.3: Organisation of specialised events and conferences to the subject of road safety
- Exchange of the latest knowledge and information about results of implemented road safety projects
Responsibility: all interested persons
Implementation: all interested persons
Deadline: currently

I.2.4: Regular evaluation of results and updates on activities in the National Road Safety Enhancement Plan for the years 2011 to 2020
- Revision of procedures and activities on the basis of achieved results of fulfilment of tasks and measures of the National Plan
Responsibility: MoTCRD SR
Implementation: all interested persons
Deadline: annually

Indicators of fulfilment of objective:
- Number of specialised events and conferences
- Number of specialised experts at regional level
I.3: COMPREHENSIVE SOLUTION OF ROAD SAFETY MANAGEMENT IN THE SLOVAK REPUBLIC

I.3.1: Development of a model of road safety management in SR
- A model defining the concerned institutions, scope of competences and their mutual relations
  
  **Responsibility:** Chief Road Safety Coordinator – MoTCRD SR
  **Implementation:** competent ministries
  **Deadline:** 2015

I.3.2: Setting up a financial mechanism for safeguarding of cross-sectional activities of the National Plan
- Creation of opportunities for raising funds independent from budget items
  
  **Responsibility:** competent ministries
  **Implementation:** competent ministries
  **Deadline:** 2015

I.3.3: Development of road safety education system for professionals at level of secondary schools and universities
- Provision of high-level specialists with required qualification and language skills
  
  **Responsibility:** MoESRS SR – through methodical guidance, VÚC and schools as independent entities
  **Implementation:** VÚC, secondary schools and universities, scientific and research institutions
  **Deadline:** 2015