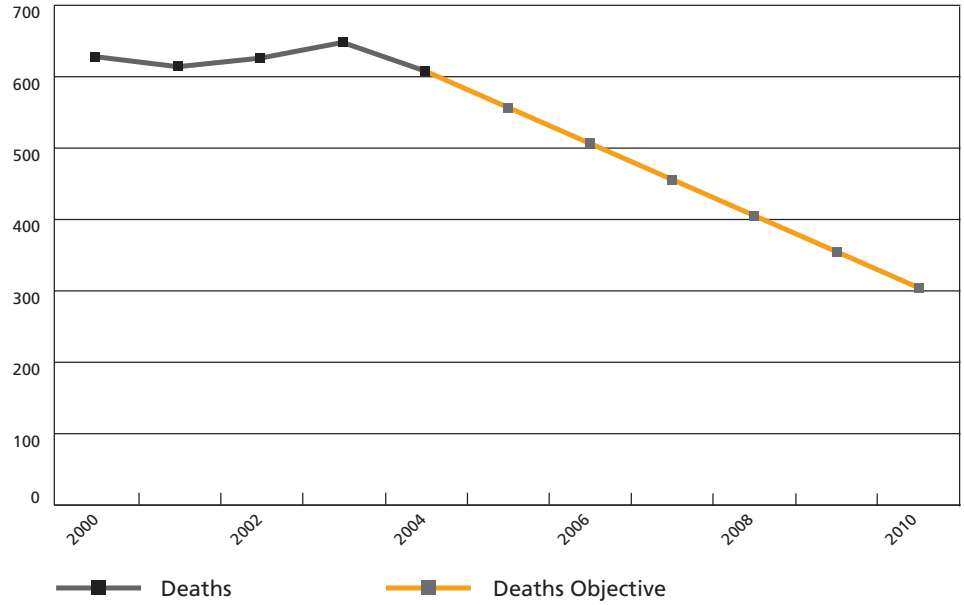
## 6.21 SLOVAKIA




**General Road Safety**: Slovakia's fatality rate has been following a mostly downward trend. Its average fatality rate was at 113 per million in 2004 which is slightly above the EU average. A new Road Safety Council was established in December 2004 which forms part of the Ministry of Transport. It has completed its first important task, which was to draft the first National Road Safety Plan published by decree on 18 May 2005. The Plan also received input from the Ministry of Interior and those responsible for traffic safety in the police. Co-operation between these bodies is now proceeding with the implementation of the National Road Safety Plan.

Traffic law enforcement is undertaken by the police at a regional and district level. Broad outlines as to priorities are included in the National Road Safety Plan. These include drawing up a list of high-risk accident spots and keeping this list-dated. Enforcement activities are linked to publicity. This includes drink driving, speeding checks and seat belt wearing. Campaigns are also planned picking up these three priorities. Further priorities are also set by the police based on an annual analysis of all road accidents. This includes an overview of all high risk accident spots and an analysis of accidents caused by drink driving on the national and international road network. Maps including this information are also prepared by the Slovak Road Administration.

**Speed**: There has been no recent change in the speed limit legislation. Police currently use speed measuring radars to focus their speed enforcement activities on high risk accident sites, stretches of roads and times where speeding occurs. At present speeding fines are given on-the-spot. If they are disputed, the case goes directly to court. Moreover if the offender is speeding at over 30 km/h over the speed limit then the case will automatically go to court.

**Alcohol**: A 0.0 BAC mg/ml limit has been in force for all drivers since the first legislation to combat drink driving in 1988. Alcohol checks are undertaken at random and on suspicion by the traffic police at a regional and local level. These checks are taken at high risk accident sites close to bars and restaurants. Special campaigns involving the Traffic Police and the general Police are also undertaken in combination with increased enforcement.

**Seat belts**: Legislation is being revised in the Parliament to take the new EU legislation relating to child restraints into account. The Road Safety Plan also indicates a new priority that particular attention should be paid to child restraints. Seat belt enforcement remains one of the enforcement priorities in Slovakia. Enforcement of seat belt wearing is undertaken on a national, regional and district level both separately and in combination with other checks. If a non seat belt wearing offence is identified alongside another traffic offence, the driver is charged with the offence carrying the highest sanction.

**Follow-up of offences**: For all traffic law offences, sanctions include fines and for more serious cases licences can be withdrawn for periods of up to two years. Most fines are dealt with on-the-spot, unless the fine is disputed in which case the case goes to court.

**Information**: Nationwide campaigns on drink driving and speeding are conducted by the Ministry of Transport, the Ministry of Interior and the police. These campaigns are run in conjunction with increased police enforcement. A campaign focussing on safety restraints for children as part of the EU Euchires project is planned for 2006.

In conclusion, speeding enforcement has led to a slight increase in speeding offenders detected. Speed related deaths were at 205 in 2003 and 216 in 2004. Drink driving offenders dropped as did alcohol related deaths slightly between 2003 and 2004. Police sanctioned over 16,000 for seat belt offences in 2004. 147 people killed in traffic in Slovakia did not use seat belts in 2003 and this number dropped to 134 people a year later.

**Recommendations:**

- Develop the automatic speed enforcement network.
- Reduce the urban speed limit to 50 km/h or below and link this new urban limit to increased enforcement.
- Record the number of drink driving screening tests to evaluate impact of drink driving enforcement and use this as a basis for more targeted enforcement.
- Collect data on seat belt wearing rates and speed compliance to enable more targeted enforcement.