



Brussels, 13.2.2026
SWD(2026) 56 final

COMMISSION STAFF WORKING DOCUMENT

Monitoring Road Safety Progress in the EU - Slovakia

Accompanying the document

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Report on the Implementation of the EU Road Safety Policy Framework at the Mid-
Point**

{COM(2026) 77 final} - {SWD(2026) 33 final} - {SWD(2026) 34 final} -
{SWD(2026) 35 final} - {SWD(2026) 36 final} - {SWD(2026) 37 final} -
{SWD(2026) 38 final} - {SWD(2026) 39 final} - {SWD(2026) 40 final} -
{SWD(2026) 41 final} - {SWD(2026) 42 final} - {SWD(2026) 43 final} -
{SWD(2026) 44 final} - {SWD(2026) 45 final} - {SWD(2026) 46 final} -
{SWD(2026) 47 final} - {SWD(2026) 48 final} - {SWD(2026) 49 final} -
{SWD(2026) 50 final} - {SWD(2026) 51 final} - {SWD(2026) 52 final} -
{SWD(2026) 53 final} - {SWD(2026) 54 final} - {SWD(2026) 55 final} -
{SWD(2026) 57 final} - {SWD(2026) 58 final} - {SWD(2026) 59 final}

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1. Summary

In 2024, Slovakia was slightly above the EU average (45), with **48 road fatalities per million inhabitants**. Compared to 2019, a decrease of 5% in road fatalities was achieved. In 2023, 894 serious injuries were recorded, which is 15% lower than the respective figure in 2019.

Compared to the EU average, the distribution of fatalities in Slovakia showed a high proportion of car occupants and pedestrians, as well as of people aged between 25-49 years old. Additionally, a significant increase was recorded in fatalities in single vehicle crashes and on motorways over the period 2019-2023.

In the Road Safety Strategy 2030 of Slovakia, the **targets of halving the numbers of road fatalities and serious injuries by 2030** compared to 2020 have been set. The Road Safety Strategy of Slovakia, based on the progress of the previous years and the future challenges, has defined a set of road safety priorities for the decade 2021-2030. Considering these priorities, a wide range of **70 actions** have been defined, assigned in **5 fields of action**.

Based on the latest available data, in 2024, Slovakia is **currently not yet on track to meeting the fatality 2030 target**. In addition, Slovakia **falls short from meeting the 2030 target of halving the number of serious injuries**, with the observed number of serious injuries being 4% higher than the target value in 2023.

Based on the self-reported assessment, this deviation from the road safety targets is mainly attributed to the high rate of risky driver behaviour observed after the Covid-19 pandemic (particularly speeding and disregarding traffic regulations), the inadequate cooperation between national and regional authorities in implementing road safety measures and the increase in the number of registered motor vehicles.

Regarding the implementation of the road safety actions foreseen in the national strategy for the period 2021-2024, there is a **smooth implementation flow** in almost all pillars based on the self-reported assessment. The implementation of the measures only in one of the 21 road safety areas has not yet started and is delayed in another one. Both these areas are from the road safety management pillar. In all other pillars, the implementation of the measures is underway. It is noted that in 12 out of 21 examined road safety areas of all pillars, the starting level in 2021 is assessed as medium, while for 5 areas the baseline is assessed as low.

A set of **best practices** is available for Slovakia, which cover all pillars. These concern legislative changes, activities for more efficient traffic enforcement, interventions on urban roads with focus on the safety of vulnerable road users (VRUs), as well as interventions on rural roads and highways. A successful communication campaign programme has been implemented, focusing on several key topics. Finally, measures were taken to verify the correctness of the vehicle technical inspections.

Among the main **challenges** in implementing the road safety strategy are the relatively fragmented road safety management model, the prioritisation of other state policies besides road safety, the need for increased funding for preventive activities to implement effective measures, and the need for a massive nationwide media campaign on current topics of road safety.

Finally, despite that the implementation of the foreseen road safety actions appears to be

broadly on track, the number of fatalities has fallen slightly since 2019. The possible way forward to address this could be by:

- re-defining the road safety management model, ensuring also better coordination between national and regional authorities,
- exploring any other relevant actions, that could better address the road safety challenges cited above.

2. Road Safety Strategy and Measures

2.1 Road Safety Strategy

The **National Road Safety Strategy of the Slovak Republic for the decade 2021-2030** was adopted on December 1, 2021 through the Government Resolution No. 700/2021. This strategy was developed by the Ministry of Transport of the Slovak Republic (MD SR) in coordination with other relevant stakeholders.

The measures set out for the Decade of Action for Road Safety by 2030 are organised into **five framework objectives**, which take into account the proposed initiatives of the *White Paper 2050 – Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system* in the area of improving road safety.

Table 25.1: National road safety strategy

Slovakia	
Timeframe	2021-2030
Lead Authority	Ministry of Transport of the Slovak Republic, Road Safety Department
Link	https://www.mindop.sk/ministerstvo-1/doprava-3/bezpecnost-cestnej-premavky/national-road-safety-strategy-of-the-slovak-republic-2021-2030

2.2 Road Safety Governance

The Ministry of Transport of the Slovak Republic in cooperation with the Ministry of Interior, the Ministry of Health and the Ministry of Education, are responsible for the **formulation of the national road safety strategy**.

The Ministry of Transport of the Slovak Republic is responsible for the **monitoring of road safety developments** in the country.

2.3 Main Safety Issues

Based on the road safety statistics of 2020, a series of main safety issues are identified in the road safety strategy of Slovakia¹:

- In 2020, there were 875 road crashes involving **pedestrians**, with 42 killed pedestrians.
- There were 697 road crashes involving **cyclists** in Slovakia in 2020; 384 of which were caused by cyclists and 21 cyclists were killed.

¹ Ministry of Transport and Construction of the Slovak Republic. (2021). National road safety strategy of the Slovak Republic 2021–2030. <https://www.mindop.sk/ministerstvo-1/doprava-3/bezpecnost-cestnej-premavky/national-road-safety-strategy-of-the-slovak-republic-2021-2030>

- In 2020 there were 571 road crashes involving **motorcyclists**; 334 of which were caused by motorcyclists and 21 motorcyclists were killed.
- In 2020, **young drivers** of motor vehicles (15-24 years old) were responsible for 1,664 road crashes.
- Drivers of motor vehicles **aged 65 and over** were at fault in 603 road crashes in Slovakia in 2020.

Additional road safety critical factors are mentioned at the road safety programme.

2.4 Road Safety Targets

The following targets have been set at the National Road Safety Strategy 2030 of Slovakia:

- By 2030, a **50% reduction in fatalities** compared to 2020 (112 fatalities or fewer by 2030)
- By 2030, a **50% reduction in serious injuries** compared to 2020 (457 serious injuries or fewer by 2030)

2.5 Road Safety Measures

A total of **70 federal road safety measures** divided in **five areas of action** are included in the road safety strategy of Slovakia. For each of these five areas of action, spheres were further defined, grouping the proposed actions into individual clusters that have a common overlap in terms of their substantive focus at the level of a given area of action. These spheres are Law enforcement, Awareness-raising, Legislation, Infrastructure, Science and research, and Technical inspection.²

Table 25.2: Areas of actions and number of actions

Areas of Action	Actions
1. Human Factor	18
2. Risk groups of road users	14
3. Road Safety	24
4. Vehicles and Technologies	9
5. Post-crash care	5
Total	70

3. Road Safety Progress

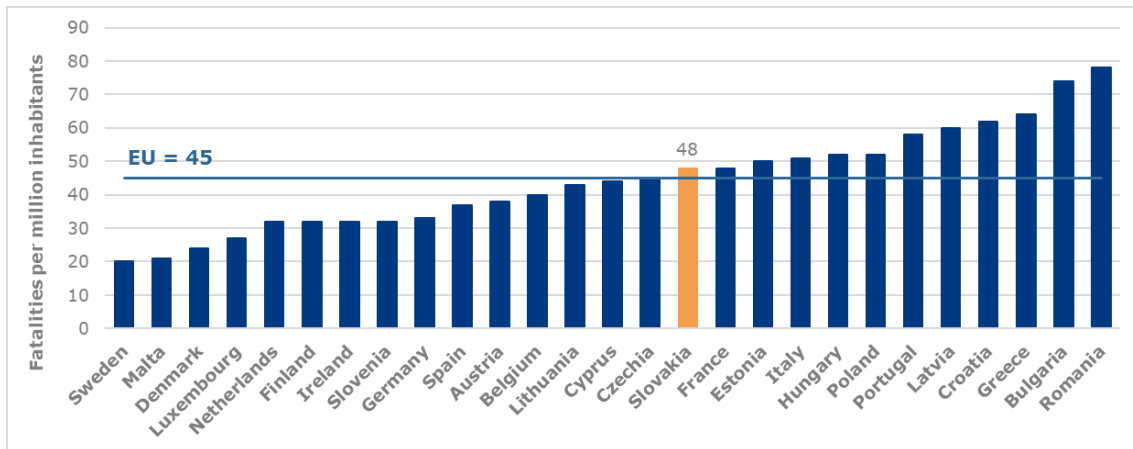
3.1 Road Safety Outcomes

In Slovakia, 267 people were killed and 894 people were seriously injured in road crashes in 2023. Based on data for 2024, Slovakia ranks **16th out of 27 EU countries** in terms of the lowest number of fatalities per million inhabitants. In fact, 48 road fatalities per million

² Ministry of Transport and Construction of the Slovak Republic. (2021). National road safety strategy of the Slovak Republic 2021–2030. <https://www.mindop.sk/ministerstvo-1/doprava-3/bezpecnost-cestnej-premavky/national-road-safety-strategy-of-the-slovak-republic-2021-2030>

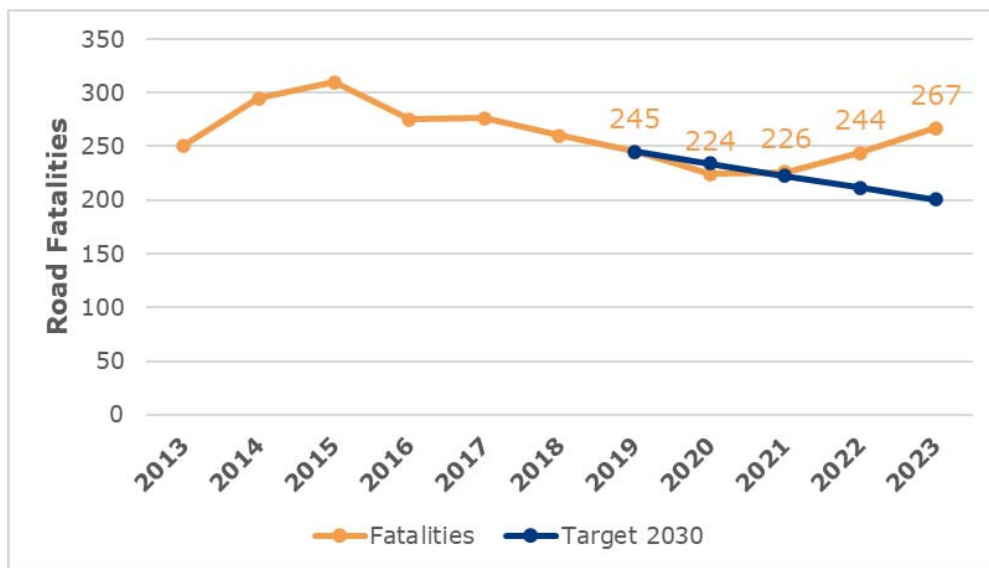
inhabitants were recorded that year, which is slightly above the EU average (45).

Figure 25.1 Mortality rates by country, 2024



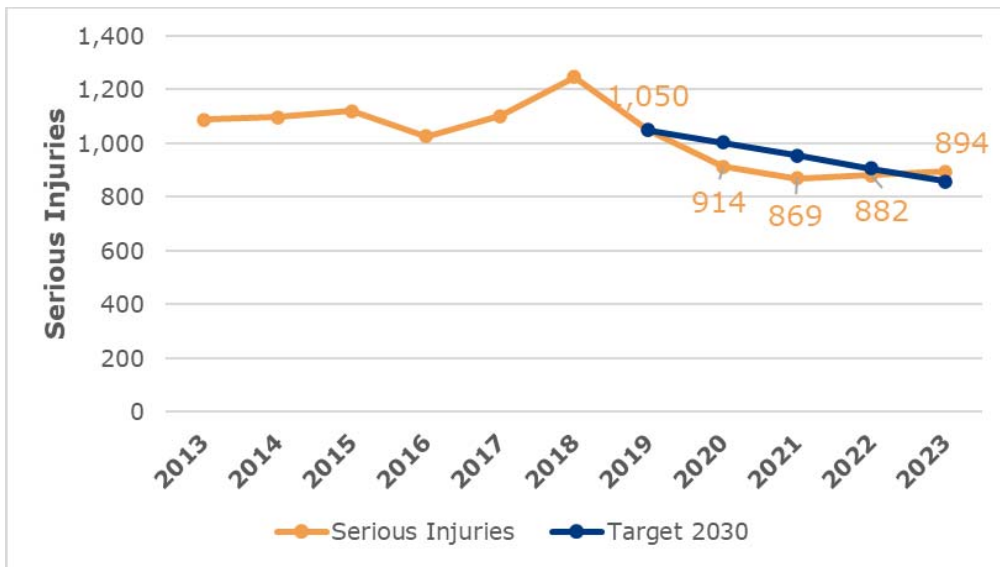
Sources: CARE database on road crashes; population data from Eurostat (online data code [demo_pjan](#)).

Figure 25.2 Road fatalities and target 2030
(Source: National sources)³



³ It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities.

Figure 25.3 Serious road injuries
(Source: National sources)⁴



Compared to 2019⁴, a decrease of 5% in road fatalities was achieved. The number of road fatalities showed a downward trend during the period 2017-2020, when it started to increase again up to 2023. Thus, in 2024, Slovakia appears to need to take further action to **meet the 2030 fatality target**.

On the other hand, serious injuries **decreased by 15%** between 2019 and 2023. In spite of this progress, Slovakia is not yet on track to **meet the target of 50% reduction in serious injuries**.

Compared to the EU average, the distribution of fatalities in Slovakia showed a high proportion of car occupants and pedestrians, as well as of people aged between 25-49 years old⁵. In fact, 50% of killed people in road crashes were car occupants in 2023 and 28% of killed people were pedestrians.

An overview of the evolution of road fatalities and serious injuries for the years 2019 and 2023 (year with the latest available detailed crash data) is provided below for specific types of roads, crashes and road users. Overall, in Slovakia, **serious injuries declined** for all groups examined, besides those recorded on motorways.

On the other hand, the number of **total crash fatalities increased by 9%** in 2023. Significant increase was recorded in fatalities in single vehicle crashes (30%) and in fatalities on motorways (from 8 to 24), while the number of fatalities in multi-vehicle crashes decreased by 12%.

⁴ For all Member States, 2019 has been used as the baseline year for the monitoring of 2030 targets in this report, which is used at EU level. Slovakia has set 2020 as the baseline year. Considering the national baseline, in 2024, the observed number of fatalities was 30% higher than the target value and in 2023, the number of serious injuries was 15% higher.

⁵ European Commission (2023), Country Profile Slovakia. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

Table 25.3: Evolution of road fatalities, 2019-2023

Fatalities	2019	2023	% in 2023	% change 2019-2023
Total road fatalities	245	267	-	+9.0%
Inside urban areas	82	96	36%	+17%
Outside urban areas	163	171	64%	+5%
Motorways	8	24	9%	+200%
Single vehicle crashes	64	83	31%	+30%
Multi vehicle crashes	129	113	42%	-12%
Car occupants	124	134	50%	+8%
PTW riders	23	28	10%	+22%
Cyclists	14	14	5%	0%
Pedestrians	75	75	28%	0%

Table 25.4: Evolution of serious injuries, 2019-2023

Serious Injuries	2019	2023	% in 2023	% change 2019-2023
Total serious injuries	1,050	894	-	-15%
Inside urban areas	558	454	51%	-19%
Outside urban areas	444	360	40%	-19%
Motorways	28	80	9%	+186%
Single vehicle crashes	291	237	27%	-19%
Multi vehicle crashes	488	436	49%	-11%
Car occupants	463	391	44%	-16%
PTW riders	150	122	14%	-19%
Cyclists	94	86	10%	-9%
Pedestrians	263	222	25%	-16%

3.2 Road Safety Performance Indicators

Data on safety performance indicators for Slovakia are not available. The average age of the passenger car fleet in Slovakia is higher than the EU average.

Table 25.5: Road Safety Performance Indicators, 2022 – 2025 (Source: ERSO, Country Profiles)

	Slovakia		EU	
	2022	2025	2022	2025
Speeding⁶				
% of passenger cars travelling within speed limits ^a				
Motorways	-	67.0	-	-
Rural Roads	-	85.0	-	-
Urban Roads	-	47.0	-	-
Seat belt & CRS use rates (%) ^{a,b}				
Front	95.0	85.0	93.1	92.4
Rear	78.0	59.6	75.3	69.9
Child restraint systems (roadside observations)	-	96.4	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	80.3	100.0	97.0	97.6
PTW passenger	65.5	100.0	94.4	97.0
Cyclist	-	48.0	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	14.5	-	11.8	11.8
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	-	91.4	94.8	94.5
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	-	80.0	83.6	82.7
Average age of passenger car fleet (years) ^d	11.2	15.1	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024, 2025), Notes: *2025 data only for weekdays

4. Monitoring Road Safety Strategy Implementation

4.1 Implementation Progress

Road Safety Management

Slovakia starts from a low level in two of the road safety areas related to **Road Safety Management** and from a high level in the area of road safety legislation. 21 of the ongoing or planned measures of the strategy lie in this pillar.

Based on the self-reported assessment, the implementation of measures related to the

⁶ An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

national road safety authority has not started, since in 2022, the Minister expressed his disapproval for the establishment of the Government Council of the Slovak Republic.

The implementation of the measures related to the **road safety budget** has been delayed. There is the consideration of creating a road safety fund, formed from a relevant source of income of the state budget. This measure is currently at an initial stage and work is needed until it takes the form of a concrete proposal for relevant legislative changes, which will allow stable financing of road safety activities and departments involved.

The measures related to **road safety legislation** are on track. More specifically, in 2021, two EU directives concerning the technical condition of motor vehicles were adopted as part of the national legislation.

Table 25.6: Self-reported assessment of implementation progress of measures related to road safety management

B1	Road Safety Management	Baseline Assessment (2021)	Progress (2021-2024)
1	National road safety authority	low	not started
2	National road safety budget	low	delayed
3	Road safety legislation	high	on track
4	National road safety observatory	not applicable	not applicable

Safe Road User Behaviour

In relation to the pillar of **Safe Road User Behaviour**, Slovakia starts from a high level in 2021 in the road safety area of enforcement, while from a medium level starts in all the other road safety areas. In total, 39 measures fall under the pillar of safe road user behaviour. In 2024, all the relevant measures to this pillar are on track.

Table 25.7: Self-reported assessment of implementation progress of measures related to road user behaviour

B2	Safe Road User Behaviour	Baseline Assessment (2021)	Progress (2021-2024)
1	Enforcement	high	on track
2	Education	medium	on track
3	New drivers training	medium	on track
4	Communication campaigns	medium	on track
5	Measures for vulnerable road users	medium	on track
6	Measures for professional drivers	medium	on track

More specifically, measures related to the **effective enforcement** of most frequent causes of road crashes are included in this pillar. Focus is given on the enforcement of driving under the influence of alcohol and drugs, seat-belt and CRS use, as well as the compliance of freight and bus transport with national legislation.

Traffic or **road safety education** is included among the cross-cutting themes of the state

education program for primary level and is a mandatory part of the education and training of elementary school students. Also, the operation and further development of a network of children's transport playgrounds have been supported.

Communication **campaigns** have focused on raising awareness of the risks related to speeding and not keeping a safe distance between vehicles, as well as to driving under the influence of alcohol and other addictive substances.

The **measures for the VRUs** include the improvement of the safety level of pedestrian crossings, construction of cycling infrastructure in urban and rural areas, effective enforcement of traffic rules focussing on cyclists, activities in order to raise awareness on visibility issues (e.g. dark clothing without reflective elements).

Additionally, the **measures for the professional drivers** include effective enforcement of road freight transport and bus transport, as well as establishing sufficient penalties for non-compliance.

Safe Speeds

Regarding the **Safe Speeds** pillar, Slovakia starts from a high level in monitoring of speeding and from a medium level in enforcing speeding. 2 measures of the strategy are relevant to this pillar. Based on the self-reported assessment, in 2024, both measures are on track.

In 2023, the Ministry of the Interior carried out national, regional and district-wide special **speeding inspections** throughout the year.

The **monitoring of speeding** leads to the reconciliation of the highest permitted speeds and the level of the placed safety elements of road sections in intra-urban and extra-urban areas by Police Force and road administrators.

Table 25.8: Self-reported assessment of implementation progress of measures related to safe speeds

B3	Safe Speeds	Baseline Assessment (2021)	Progress (2021-2024)
1	Update of speed limits	not applicable	not applicable
2	Enforcing speed limits	medium	on track
3	Campaigns on speeding	not applicable	not applicable
4	Monitoring speeding	high	on track

Safe Roads

Regarding the **Safe Roads** pillar, the baseline is assessed as medium in all road safety areas. In total, 15 measures of the road safety strategy of Slovakia are relevant to the pillar of safe roads, with all of them being on track in 2024.

Table 25.9: Self-reported assessment of implementation progress of measures related to safe

roads

B4	Safe Roads	Baseline Assessment (2021)	Progress (2021-2024)
1	City mobility & safety plans	not applicable	not applicable
2	Urban infrastructure for VRUs	medium	on track
3	Rural roads safety interventions	medium	on track
4	Motorways safety management	medium	on track
5	Road design standards	medium	on track
6	Road safety audit and inspection	medium	on track

These measures include the improvement of the safety level of pedestrian crossings and the installation of traffic calming elements in **urban areas**.

Concerning **rural roads**, the implementation of safety interventions aiming to ensure the safe passage of migratory animals or to intercept them in order to prevent them from colliding with vehicles.

On the other hand, the implementation of safety measures to minimize risks in **highway road tunnels** is considered.

Regarding the **road design standards**, the National Highway Company ensures the gradual renewal of existing as well as the addition of new safety devices on the operated sections of highways and expressways.

Finally, the National Highway Company processed **safety audits** during the process of preparation, construction and operation of highways and expressways, carried out quality checks/inspections in terms of road safety with emphasis on the quality of horizontal and vertical traffic markings and the identification of high-risk locations.

Safe Vehicles

In relation to the pillar of **Safe Vehicles**, Slovakia starts from a low level in 2 out of three areas and from a high level in the area of vehicle technical inspections. 4 measures are relevant to the pillar of safe vehicles. In 2024, all planned measures are on track.

Table 25.10: Self-reported assessment of implementation progress of measures related to safe vehicles

B5	Safe Vehicles	Baseline Assessment (2021)	Progress (2021-2024)
1	Fleet renewal	low	on track
2	Promotion of ADAS	not applicable	not applicable
3	Technical vehicle inspection	high	on track
4	Automation preparation	low	on track

The performance of roadside technical inspections has been extended for categories of M1 and N1 vehicles.

The **supervision of the technical inspection stations** by state experts was also planned, with the aim of evaluating the video footage from the approved surveillance recording system with emphasis on the fulfilment of the obligations of the technician as well as the person authorised by the regulation regarding the operation of vehicles in road traffic.

The Ministry of investment, regional development and informatization of the Slovak Republic, in close cooperation with the Ministry of Transport, participated in the **national strategy for intelligent and sustainable mobility of Slovakia** - a vision for the direction of transport into the future, and at the same time participated in the preparation of the Long-Term Plan and Action Plan, to address the challenges in road transport and intelligent mobility, which was approved by the government.

Post Crash Care

Regarding the **Post-Crash Care** pillar, Slovakia starts from a medium level in 2021 in reducing EMS reaction time and from a low level in supporting people injured. 3 measures lie in this pillar, which, in 2024, are on track.

These measures include activities of the Slovak Red Cross, the Ministry of Transport and the Slovak Chamber of Driving School Training Facilities aimed at raising awareness regarding the **provision of first aid** in road crashes, as well as activities aimed at raising awareness regarding the provision of **assistance, advice and follow-up care** to participants in road crashes and other affected persons.

Table 25.11: Self-reported assessment of implementation progress of measures related to post crash care

B6	Post Crash Care	Baseline Assessment (2021)	Progress (2021-2024)
1	Reduce EMS reaction time	medium	on track
2	Support people injured	low	on track

4.2 Best Practices

A long list of best practices is available for Slovakia.

Road Safety Management

- **Road Safety Legislation:** Transposition of the EU directives Commission Delegated Directive (EU) 2021/1716 of 29 June 2021 and Commission Delegated Directive (EU) 2021/1717 of 9 July 2021 into national legislation.
- **Education:** In the field of traffic education, continuous training of teachers takes place. The National Institute of Education and Youth deals with the issue of teacher education in the field of traffic education and safety within the framework of innovative education. Part of the education is work with methodological material with the aim of using it in educational practice.

- **Communication campaigns:** In 2023, the Road Safety Department appealed to road users through social networks and also involved cooperation with web portals. In November, a comprehensive communication media campaign of the department was launched through educational and promotional spots, which is divided into themes according to quarters. The first quarterly topic was alcohol in road traffic. In 2024, the campaign topics were: Keeping a safe distance of 1-1.5 m, Modern ways of micromobility (e-scooters) and Aggressiveness in road traffic.

Safe Speeds

- **Monitoring speeding:** The Slovak Road Administration, as part of the passive safety improvement project, dealt with the complete replacement of vertical traffic markings, the implementation of horizontal traffic markings using acoustic plastic, the replacement of road restraint systems.

Safe Roads

- **Urban infrastructure for VRUs:** Municipalities and cities mainly use informative vehicle speedometers, speed reducers, change the width of roads, adjust roadsides, build dividing strips, protective islands for pedestrians, and also build roundabouts. Self-governing regions as road managers II and III classes in the reconstruction and modernization of roads emphasize that all crossings for pedestrians are solved barrier-free for the purpose of safe passage of elderly people as well as immobile citizens. At the same time, the installation of special paving for the blind and the modernization of light signalling at intersections with the use of sound warning elements, as well as the adaptation of the visually impaired on the sidewalks in accordance with current regulations, are being implemented.
- **Rural Roads Safety Interventions:** During the spring migration of amphibians, the State Nature Conservancy of the Slovak Republic, within its territorial scope, ensured the installation of foil barriers on problematic sections of roads and the subsequent transfer of amphibians across the body of the road, and they also investigated accidental collisions of animals with roads.
- **Motorways safety management:** As part of the implementation of the measure, the National Highway Company carried out: restoration of the secondary protection of the concrete lining of the Bôrik tunnel - right tunnel pipe; repair of flexible asphalt expansion of asphalt concrete and cement concrete cover in front of the Bôrik tunnel - east and west portal, right tunnel pipe; modernization of the closed TV circuit of the Branisko tunnel - 2nd and 3rd stage; the modernization of the network infrastructure and the modification of the operator workplaces for managing the Branisko and Šibenik tunnels.
- **Road design standards:** Safety devices were added to highways - guardrails, implementation of shock absorbers, restoration of traffic equipment direction posts, guardrail direction posts, guardrail reflectors and direction reflectors in order to improve visibility and unify direction guidance on expressways.

Safe Vehicles

- **Fleet renewal:** During the whole year of 2023, police officers within the individual regional directorates of the Police Force assigned to the performance of duty in the supervision of the safety and smoothness of road traffic carry out inspections of the technical condition of inspected vehicles of categories M1 and N1. The visual inspection of the technical condition of the motor vehicle is carried out by members of the Police Force at every inspection in the supervision of road traffic.
- **Vehicle Technical Inspection:** State expert supervision focused on conducting

anonymous inspections through the use of a vehicle with faults accompanied by a person (inspector of the Ministry of Transport of the Slovak Republic in the role of a fictitious customer), the so-called "mystery shopping". It was checked whether the technical inspection technician found all prepared faults on the vehicle, which also verified the correctness of the procedure and the quality of the technical inspection performance.

- **Automation preparation:** At the Institute of Expert Research and Education of the University of Zilina, the solution of the project Tests of vehicles equipped with autonomous assistance systems, which is financed by a national research grant, is underway. The goal of the project is the implementation of driving tests with autonomous and partially autonomous road vehicles for the needs of obtaining data essential for the forensic analysis of traffic crashes.

Post-crash care

- **Reduce EMS reaction time:** The Slovak Red Cross has an accredited first aid course of 8, 16, 33, 101 hours and e-learning basic first aid course. First aid courses not only for the lay public are provided by 58 teaching places, 198 first aid instructors. SRC organizes awareness-raising activities in cooperation with partners in kindergartens, primary and secondary schools. In cooperation with the Presidium of the Police Force of the Slovak Republic and the district traffic inspectorate and the regional traffic inspectorate, it participates on preventive checks of the traffic police in road traffic, the purpose of which is a priority survey of knowledge in providing first aid to drivers.
- **Support people injured:** The project "Life is green" aimed at prevention and higher safety of young drivers in road traffic. The educational events at secondary schools also include lectures related to the provision of first aid and the basics of psychosocial intervention. The Slovak Chamber of Psychologists has developed informational materials on the forms of assistance provided by individual experts in psychology.

4.3 Gaps

The restrictions following the COVID-19 pandemic were referred as a main gap in the implementation of specific road safety measures.

Also, the following issues are reported by the national authorities as the main challenges in implementing the road safety strategy so far:

- a relatively fragmented road safety management model,
- prioritisation of other state policies,
- the need for increased funding for preventive activities to implement effective measures,
- the need for a massive nationwide media campaign on current topics of road safety.

5. Conclusions and Recommendations

In the Road Safety Strategy 2030 of Slovakia, the **targets of halving the numbers of road fatalities and serious injuries by 2030** compared to 2020 have been set. In total, 70 actions have been defined in the strategy, organised into five fields of action.

In 2024, Slovakia ranked 16th out of 27 EU countries in terms of the lowest numbers of fatalities

per population, with **48 fatalities per million inhabitants**, which is slightly above the EU average (45). Compared to the EU average, the distribution of fatalities in Slovakia showed a high proportion of car occupants and pedestrians, as well as of people aged between 25-49 years old.

Between 2019 and 2024, the number of **fatalities decreased by 5%**, while a **decrease of 15% in serious injuries** was recorded over the period 2019-2023. When considering more detailed data, between 2019 and 2023, a significant increase was recorded in fatalities in single vehicle crashes and in fatalities on motorways. Serious injuries declined for all groups examined, besides those recorded in multi-vehicle crashes.

Regarding the progress of the implementation of the road safety actions foreseen in the national road safety strategy for the period 2021-2024, based on the self-reported assessment, **progress has been made** in most road safety areas, while some delays - mainly due to COVID-19 pandemic - are reported. The majority of the planned measures are on track. Also, Slovakia has numerous examples of best practices to show.

Finally, despite that the implementation of the foreseen road safety actions appears to be broadly on track, Slovakia **needs to take additional action if it is to meet the 50% fatality target**. Based on the self-reported assessment, the lack of progress is mainly attributed to the high rate of risky driver behaviour (in particular speeding and disregarding traffic regulations), which has been observed after Covid-19 pandemic, the underestimation of road safety risks by the general public, the inadequate systematic cooperation between national and regional authorities in implementing road safety measures, and the increase in the number of registered motor vehicles in Slovakia over this period. The possible way forward to address this could be by:

- re-defining the road safety management model, ensuring also better coordination between national and regional authorities,
- exploring any other relevant actions, that could better address the road safety challenges set out above