Ministry of Transport and Construction of the SR

Managing Authority
of the Operational programme Integrated Infrastructure

Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization

Intermediary Body reporting to the Managing Authority of the
Operational programme Integrated Infrastructure

Operational Programme Integrated Infrastructure 2014 - 2020

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1 Strategy of OP for contribution to the EU Strategy for intelligent, sustainable and inclusive Strategy of the Operational Programme

1.1 growth and for achievement of economic, social and territorial cohesion

1.1.1 Description of strategy of OP in terms of its contribution to the Strategy Europe 2020 and to achievement of economic, social and territorial cohesion

The Operational Programme Integrated Infrastructure (hereinafter "OPII") is a programme document of the Slovak Republic for drawing assistance from EU Funds for the years 2014 – 2020 in the sector of transport and in the area of improvement of access to information and communication technologies and improvement of their use and quality.

The global objective of OPII is the support of sustainable mobility, economic growth, creation of jobs and improvement of the business environment through development of transport infrastructure, development of public passenger transport and development of information society.

The Ministry of Transport and Construction of the Slovak Republic (hereinafter referred to as the "MDV SR")[1] is responsible for the implementation of OPII from the position of the Managing Authority. The Position of the Intermediate Body for Priority Axis 7 The Information Society is in the competence of the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization (hereinafter referred to as the "DPMO")[2].

The implementation strategy of OPII is based on analysis of the sector and prognosis of its development, on main key disparities and potential development factors identified at the macro-economic national level, as well as factors specific for the transport sectors. The focus of priority axes represents the needs identified in the Position Paper of the Commission for Development of the Partnership Agreement for 2014 – 2020 (hereinafter "Position Paper") and strategic documents (ex ante conditionalities) and are focused on supporting development factors in the areas of transport and information society.

By 2020, the investment should contribute to fill gaps and missing links in the infrastructure at the national level and across borders, with the emphasis on sustainable, greener and more cost-effective transport infrastructure.

Apart from solving urgent issues regarding the transport network, interventions in the construction of new and modernisation of existing transport infrastructure should contribute to the economic growth and creation jobs. In the area of public passenger transport and sustainable urban mobility, in particular large urban settlement agglomerations will be supported through the support of integration of transport systems and renewal of the rolling stock used for railway passenger transport and urban mass passenger transport by rail.

Interventions in the area of development of information society should contribute to the creation of an agile society able to flexibly react to the changing conditions and the opening opportunities and

[1] With effect from 01.01.2017, the name "Ministry of Transport, Construction and Regional Development of the Slovak Republic" was changed to "Ministry of Transport and Construction of the Slovak Republic". This change was approved by Act no. 378/2016 Coll. amending and supplementing Act no. 575/2001 Coll. on the organization of government activities and the organization of central state administration, as amended, and amending and supplementing certain laws

[2] Approving the Act no. 171/2016 Coll. amending and supplementing Act no. 575/2001 Coll. on Organization of Government Activities and Organization of Central State Administration, as amended, and amending certain acts, with effect from 1 June 2016, the competence of the Ministry of Finance of the Slovak Republic in the area of informatization of society passed to the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization. Following the change in the competence law, the Government of the Slovak Republic approved the Office of the Deputy Prime Minister for Investment and Informatization for the Intermediate Body for Priority Axis 7 - Information Society. The function of the Intermediate Body for Priority Axis 7 OPII was undertaken by the Ministry of Finance of the Slovak Republic before 1 June 2016.

to contribute to the implementation of the key priorities of Slovakia such as economic growth, increase of competitiveness, strengthening of economy and enhancement of the effectiveness of public administration.

At the same time, it is necessary to link with the outputs of the summary report from the EDP (entrepreneur discovery process) platform for the "Digital Slovakia and Creative Industry" domain, which was created in one of the five domains of Smart Specialization Strategy as the Implementation Plan of the Research and Innovation Strategy for Smart Specialization (RIS3). Prioritizing the areas of support for research and innovation to the three main trends and related side trends should contribute to the development of a competitive digital economy. Major trends as a result of the EDP domain digital Slovakia and the creative industry:

1) Industry 4.0 - Advanced analytics and prediction tools (for industrial applications) focusing on cloud solutions, high-volume data and high performance computing, industry security and communications, digital twin, innovative ICT technologies for industrial applications.
2) Digital technologies for society - security, system tools of digitization, technical and telecommunication means of digitization.
3) Creative industry.

The content of OP is compliant with EC recommendations, the content of the National Reform Programme of the Slovak Republic (for the year 2013) and the agenda of the Europe 2020 Strategy[3]. For the 2014 – 2020 programming period eleven thematic objectives[4] were elaborated. These aims are common for the cohesion policy, rural development and maritime and fishing policy and ensure that interventions under these policies are aimed to achievement of common aims. These thematic objectives translate the Europe 2020 Strategy into operational aims, which will be supported through the Funds of the Common Strategic Framework.

OPII is aimed to achievement of the following two thematic objectives:

- Thematic objective 7 – Promoting sustainable transport and removing bottlenecks in key network infrastructures;
- Thematic objective 2 – Enhancing access to, and use and quality of, ICT.

This document further contains a set of specific objectives and priority axes comprising multi-annual measures for their achievement. These will be implemented using the financial assistance from the Cohesion Fund and the European Regional Development Fund. Moreover, they establish links to financial instruments established by the European Commission, in particular to the Connecting Europe Facility (CEF)[5]. The OPII also creates assumptions for the using of financial instruments established on the national level.

Tab. 1 Priority axes of OPII including the determination of responsibility for the implementation – see also Annex 8

The general rule applied in the implementation of transport works under OPII and regarded as **the prerequisite for the award of non-refundable financial contribution will be the requirement that before submission of the project for approval the beneficiaries should prove the existence of relevant feasibility study processed in accordance with the requirements of EC[6]**. The studies should confirm the correctness of the proposed solution from the transport, technical, economic and environmental aspects. The general rules applied in the implementation of information society projects and regarded as the prerequisite for the award of non-refundable financial contribution will be the

[3] COM(2010) 2020 final
[4] Article 9 of Regulation (EU) No 1303/2013 of the European Parliament and of the Council of 17 December 2013
[5] Regulation (EU) No. 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No. 913/2010 and repealing Regulations (EC) No. 680/2007 and (EC) No. 67/2010.
[6] More details are provided in Management Documentation of MA OPII (Internal Procedures Manual, Manual for applicants for non-repayable financial contribution under the priority axis 1 – 6).

existence of approved feasibility study, confirmation from the operator of the central government cloud infrastructure on the conditions of its use, the partnership agreement with the service management provider of information - technology projects and publicity in public administration (DPMO)[7].

1.1.1.1 Transport

Transport infrastructure is an important factor of the enhancement of competitiveness, establishes links between regions and central markets within EU, is the condition of the development of tourism and the inflow of foreign investments and an integral part of everyday life of population. Without high-performance transport system allowing the full use of the potential of the EU internal market and ensuring the development of global trade it is difficult to draft a strong economic growth that will create conditions for the creation of new jobs and allow the increase of the living standard of population.

The objective of the development of transport infrastructure of SR is to react to existing problems on transport infrastructure and prevent the creation of predicted negative conditions on the transport network. The focus of the development of transport infrastructure in SR in the 2014 – 2020 programming period results in particular from the requirements for the completion of missing key points of transport infrastructure and improvement of the quality of existing infrastructure, especially in road and railway transport, with stress on the enhancement of safety, reliability, accessibility and effectiveness of transport.

In the framework of networks used for interstate transport relations, the spatial compatibility and equality of the transport system of SR with the transport system of EU can be achieved by preferring the completion of main European corridors and connecting points of individual transport modes identified in the territory of SR. OPII-T is therefore oriented to the construction and modernisation of transport infrastructure in the approved routes of multimodal corridors of the core TEN-T network and to the development of superior transport infrastructure with international importance in order to connect infrastructure of SR to the European transport network and to improve the accessibility of regions of SR.

The objective of OPII-T is to achieve sustainable urban and regional mobility by strengthening of relations in individual agglomerations through mutually cooperating modes of environmentally-friendly public passenger transport. The priority is the provision of convenient routes of urban railway transport and interchange terminals in regional railway transport with corresponding rolling stock for these transport modes. The increase of attractiveness of cities and regions, improvement of mobility, safety, efficiency and rentability of transporting passengers and goods, as well as reduction of air pollution and infestation of the environment by noise and emissions must be based primarily on the principle of subsidiarity, i.e. they must primarily be based on the level of cities and regions. COM calls on Member States to create suitable conditions for cities to develop and realise their Sustainable urban mobility plans (SUMPs). Emphasis will be placed on analysing the environment of urban agglomerations and development of SUMPs and securing their link with national strategies.

The ambition of OPII is to contribute to mitigation of negative consequences of climate change and biodiversity protection[8]. The measures proposed in selected priority axes of OPII will significantly contribute to the EU's overall greenhouse gas objectives. Negative effects of climate change cause significant national-economic damage and loses in individual economic sectors, the transport sector notwithstanding. Thus it is essential to appropriately consider adaptation measures in the process of construction planning or modernisation of infrastructure in order to ensure that investments in the transport sector are resistant against climate change and natural disasters, which they bring about.

The key aim at project assessment in relation to climate change is to establish the vulnerability of project variants on risks associated with climate change, identify the scope of exposure of individual variants

[7] In accordance with Article 125, paragraph 7 of the Regulation No 1303/2013 of 17 December 2013 the adequate separation of functions between the department fulfilling the roles of the service management provider of information - technology projects in public administration and departments fulfilling the roles of the intermediate body under the managing authority for the Operational Programme Integrated Infrastructure will be ensured.

[8] The updated National Biodiversity Strategy by 2020 was approved by RG SR No. 12 of 08.01.2014

to present and future risks in order to identify and prioritise them. For the mentioned reasons, a screening of projects will take place with the objective of evaluating the resistance of projects against climate change risks. The screening will take place in accordance with the „Guidelines for Project Managers: Making vulnerable investments climate resilient" and based on new CBA guidelines. The draft OPII fully takes into account the basic objectives set out in the National Reform Programme of the Slovak Republic (NRP)[9]. NRP was prepared in line with the requirement of the European Council that the Member States should identify their most important macro-structural obstacles to growth and propose policies for their elimination with the aim to create suitable conditions for sustainable and balanced development and growth of employment. NRP sets out three basic objectives for the cohesion policy that are very important for the development of Slovak economy:

- **Basic infrastructure**
- Human resources, employment and social inclusion
- Science, research and innovation with priority on promotion of economic growth and resource efficiency

The overall focus of OPII, its specific aims and types of activities were defined to support the implementation of the priorities of the Strategy Europe 2020. The global objective mentioned above is directly related to one of the three basic priorities of the Strategy Europe 2020, i.e. ***"Sustainable growth: promoting a more resource efficient, greener and more competitive economy".*** The purpose of this EC initiative is to ensure the more effective use of resources by Europe to help decouple economic growth from the use of resources, support the shift towards a low-carbon economy, increase the use of renewable energy sources, modernise the whole transport sector and promote energy efficiency. How to meet these general terms defined, objectives is described in more details in other EU documents, respectively documents transposed at national level[10].

The Member States are directly invited to ensure at the national level the mobilisation of financial instruments being part of the single strategy of financing for coordinated implementation of projects. Investments should be primarily used for the development of infrastructure within the EU core network which significantly contributes to the effectiveness of the whole transport system. It is also necessary to focus on solutions in transport in urban areas, which considerably contributes to road congestion and emission production.

The global objective of OPII is expressed in the form of individual specific aims that are pursued by the implementation of individual types of activities. These activities will support sustainable growth as follows:

- The implementation of road projects with European importance, i.e. the construction of missing sections of motorways and express ways will increase the quality of the connection of SR to the road network of the neighbouring countries and support the accessibility of regions at the national level. It will create conditions and stir up the interest in the area of tourism and globally strengthen the competitiveness of SR.
- The contribution of construction of new sections of motorways and express ways and related shift of traffic flows from low-class roads to high-quality and modern infrastructure, especially in sections with highest congestion, is undisputable also from the viewpoint of enhancement of safety and reduction of time and energy losses, improving air quality, which is positively reflected in the area of economy and environment.
- The positive factor of railway transport infrastructure of SR is the relatively high density of the network, which together with the high density of railway stations and stops creates suitable conditions, especially for the implementation of passenger transport. The development of railway

[9] National Reform Programme of the Slovak Republic 2013 was approved by the Government Regulation No. 198 of 24 April 2013

[10] For example: Energy Efficiency Action Plan for the years 2014 - 2016 (with outlook 2020), Directive 2001/81/ EC of 23 October 2001 on national emission ceilings for certain pollutants

transport infrastructure is therefore possible in particular through its modernisation, especially on main international corridors and in large agglomerations.

- Activities aimed to the support of sustainable urban mobility can contribute to more effective use of energy sources and to reduction of negative effects (emissions, noise) on environment.
- More effective use of resources, reduction of transport intensity and removal of obstacles on the networks that have negative effects on economy and living conditions of population can also be supported through interventions into first-class roads, i.e. construction of bypasses in cities and communities, construction works, reduction of the capacity of sections, removal of black areas and collision points, application of transport telematics to operation management etc.
- To increase the road safety by an active access of public administration bodies to the effective elimination of the negative effects of the development of road transport on the travelling public.
- The long neglected modernisation of the rolling stock in railway passenger suburban and regional transport, as well as urban mass transport in synergy with the implementation of organisational and operating measures and the construction and modernisation of related transport infrastructure will allow to offer to passengers a transport system that meets the basic qualitative parameters supporting the effective provision of basic transport service in the largest agglomerations. This access will create conditions for the effective use of public funds allocated in the state budget and budgets of self-governing regions and cities for the performance ensure provision of services in public passenger transport.
- To systematically increase the accessibility of transport vehicles and transport infrastructure by increasing the number of barrier-free vehicles in public transport, to install information systems for persons with sight disabilities (audible stop announcement) and information systems for persons with hearing disabilities (visual displayers) in new transport vehicles. Important aspect in the area of accessibility is the systematic improvement of accessibility of bus stations, railway stations, ports, etc.
- Completion and modernisation of infrastructure of public ports on the Danube will stimulate further development of water transport, create conditions for growth of transport outputs and contribute to the development of economy and employment, whereby the planned activities will have a positive influence on the whole adjacent Danube region. Moreover, the support of water transport will ensure the development of a safe and environmentally friendly transport mode.

1.1.1.2 Linkage of strategy of OPII-T to the implementation of the Strategy Europe 2020 and international strategic documents defining the development of the transport sector

Europe 2020 Strategy

The Europe 2020 Strategy is thematically built on 3 priorities, 5 aims and 7 main initiatives. The strategy of OPII is supported by one of the priorities of the Europe 2020 Strategy – ***Sustainable growth: promoting a more resource efficient, greener and more competitive economy.*** This priority is related to the initiative "*Resource efficient Europe*" which is aimed among others to the modernisation of the transport sector, support of the shift towards a low-carbon economy and promotion of energy efficiency. The efforts are aimed among others at:

- Reduction of carbon emissions in the transport sector with the aim to contribute to the increased competitiveness;
- Implementation of strategic projects with a high European added value for solution of critical obstacles, especially as regards the cross-border sections and intermodal nodes (cities, ports, logistic platforms);
- Initiatives aimed to the modernisation of European networks.

Respecting the objective to maximise the effectiveness of used resources, only priority with the highest importance will be implemented under OPII, which will contribute to the implementation of the Europe 2020 Strategy, specifically to its targets:

- To reduce greenhouse gas emissions by at least 20% by 2020, to increase the share of renewable energy in EU final energy consumption to 20%, and to achieve a 20% increase in energy efficiency. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1, 3, 4, and 5,
- To introduce intelligent transport systems, to increase the effectiveness of transport and logistics services, to reduce CO_2 emissions from cars. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1, 2, 3, 4, and 5,
- To accelerate the implementation of strategic infrastructure projects with the aim to remove fundamental obstacles, especially in the crossborder relations, and to build intermodal nodes. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1, 2 and 4,
- To develop smart, upgraded and fully interconnected transport infrastructure at the national level. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1, 2, 4, 5 and 6,
- To focus on the urban dimension of transport where much of the congestion and emissions are generated. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 3 and 6.

The framework for the implementation of the Strategy Europe 2020 at the level of the Member States is laid down by a document "Europe 2020 Integrated Guidelines". The aims defined in OPII are in line with the strategy of this document and contribute to the fulfilment of the following targets: "Improving resource efficiency and reducing greenhouse gases emissions", "Improving the business and consumer environment and modernising the industrial base in order to ensure the full functioning of the internal market" as well as targets aiming the areas of learning and labour market. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1, 2, 3, 4, 5 and 6.

The White Paper – Roadmap to a single European Transport Area – Towards a competitive and resource efficient transport system

The White Paper comprises 40 concrete initiatives aiming the establishment of a competitive transport system in the following decade. The main new target is to fundamentally decrease the oil dependence of Europe, to reduce carbon emissions by 60 % by 2050, to stop using conventional drives in the cities, the phase-out the use of 'conventionally-fuelled' cars in urban transport, to use 40% of low-carbon fuels in aviation and to cut emissions in waterborne transport by 40 %. The specific aims of OPII reflect particularly the following main targets of the White Paper:

- A fully functional and EU-wide multimodal TEN-T 'core network' by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1, 2, 4, 5 and 6,
- The shift of 30% of road freight over 300 km to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050. At the same time, by 2050 the majority of medium-distance passenger transport should go by rail. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1 and 4. The funds from CEF will also significantly contribute to achievement of this target.
- By 2050 to achieve the interconnection of all airports on the main network of the railway network. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 1 and 5.
- To aim at halving road casualties by 2020 against the year 2010 and to move close to zero fatalities in road transport by 2050. OPII will contribute to this target especially by the implementation of defined specific aims of Priority Axes 2 and 6.

Regulation (EU) No. 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU

The regulation provides guidelines for the development of the TEN-T network with a dual-layer structure consisting of a **comprehensive network** and **a core network**. The core network is a subset of the comprehensive network overlaying it. It represents the strategically most important nodes and links of the trans-European transport network, according to traffic needs. It comprises all transport modes and their connections as well as relevant traffic and information management systems. **The regulation envisages the completion of the core network by 2030** through the creation of new transport infrastructure or through the rehabilitation and upgrading of existing infrastructure.

The core TEN-T network

- D1 Bratislava – Trnava – Trenčín – Žilina – Poprad – Prešov – Košice – SR/Ukraine state border
- D2 SR/ČR state border – Kúty – Bratislava – SR/Hungary state border
- D3 Hričovské Podhradie – Čadca – Skalité – SR/Poland state border
- D4 SR/Austria state border – Jarovce
- R3 Martin – Žiar nad Hronom – Zvolen – Krupina – Šahy – SR/Hungary state border
- R6 Beluša – Púchov – Lysá pod Makytou – SR/CR state border.

The comprehensive TEN-T network

- R1 Trnava – Nitra – Žiar nad Hronom – Zvolen – Banská Bystrica – Ružomberok,
- R2 Trenčín – Prievidza – Žiar nad Hronom – Zvolen – Lučenec – Rožňava – Košice
- R3 intersection with D1 – Dolný Kubín – Trstená – SR/Poland state border
- R4 SR/Poland state border – Svidník – Prešov – Košice – Milhosť – SR/Hungary state border
- R5 Svrčinovec – SR/CR state border
- D4 Jarovce – Ivanka pri Dunaji – Záhorská Bystrica – intersection with D2 – SR/Austria state border.

1.1.1.3 Linkage of the strategy of OPII-T to the implementation of aims of important national strategic documents defining the development of the transport sector

Partnership Agreement of the Slovak Republic

The Partnership Agreement of the Slovak Republic (hereinafter "PA SR") covers all support from the European Structural and Investment Funds (hereinafter "ESIF") in the respective Member State. It is a document defining the strategy, priorities and conditions of SR for the use of these funds in an effective and efficient manner, with the aim to achieve the priorities of the Strategy Europe 2020.

Strategic documents drawn up for needs of the 2014 - 2020 programming period

The strategic documents below are drawn up for needs of the programme period 2014 – 2020. They identify the key needs and challenges in the respective areas and propose system, organisational, operating and infrastructure measures that must be implemented. MTC SR in cooperation with relevant partners had drawn up the following documents with the aim to fulfil the ex ante conditionalities:

- **Strategic plan of development of transport infrastructure of SR until 2020 (hereinafter "Strategic plan"),**
- **Strategy of development of public passenger and non-motorised transport until 2020 (hereinafter "Strategy of PPT"),**
- **Strategic plan of development and maintenance of second and third-class roads.**
- **Strategic Transport Development Plan of the Slovak Republic up to 2030 (Transport Master Plan)**

Strategic plan of development of transport infrastructure of SR until 2020

The Strategic plan is a strategic document, defining the basic medium-term aims in the area of development of transport infrastructure, laying down the priorities of development and identifying the measures and resources for their implementation. The strategy of the OPII, aims and defined measures required for their achievement are directly related to this document. By defining the aims and proposing the priority axes, the OPII represents one of instruments implementing the following visions of the Strategic plan:

- In the area of railway transport OPII implements the visions of creating equilibrium between traffic supply and traffic demand or infrastructure supply and traffic demand and the vision of creation of conditions for the development of intermodal transport with use of strategic aims defined in priority axes 1 and 5,
- In the area of road transport OPII implements the visions of the development of a modern, robust, safe and effectively functioning network of motorways, express ways and first-class roads with use of strategic aims defined in Priority axes 2 and 6,
- In the area of inland water transport OPII implements the visions of the development of modern, safe and integrated infrastructure (waterways, public ports) and operation of waterborne transport with use of strategic aims defined in Priority Axis 4.

Strategy of development of public passenger and non-motorised transport of SR until 2020

The Strategy of development of public passenger and non-motorised transport of SR until 2020 is a strategic document defining basic medium-term and long-term aims in the area of development of public passenger transport in Slovakia, laying down the priorities of development and identifying measures and resources for their implementation. The strategy of OPII, aims and defined measures required for their achievement are directly related to this strategic document. By defining the aims and proposing the priority axes, OPII represents one of instruments implementing the following visions of the Strategic plan:

- Vision of sustainable regional and urban mobility with a higher share of public passenger transport on division of transport work,
- Vision of accessible, reliable and user-friendly public passenger transport,
- Vision of infrastructure enabling the operation of reliable integrated public passenger transport.

Strategic plan of development and maintenance of second and third-class roads

The Strategic plan of development and maintenance of second and third-class roads is a strategic document defining basic medium-term and long-term aims in the area of development of transport infrastructure in individual regions, i.e. second and third-class roads, laying down the priorities of their development and identifying measures and resources for their implementation. Financing of defined investments is planned from the Integrated Regional Operational Programme.

Sustainable Urban Mobility Plans (SUMPs)

Represent strategic plans created to satisfy mobility needs of persons and companies with the aim of improve quality of life. They are the result integrated planning approach and deal with all kinds and forms of transport in the whole urban agglomeration and surrounding region, including public and private passenger and freight, motorised, non-motorised and static transport. Since it is a relatively new initiative of COM linked with the need of improve and standardise strategic planning of investments, plans, which would fully satisfy these requirements, such plans are currently missing in most cities (regions) in Slovakia. The development of SUMPs for all important agglomerations of SR will be financed by MA IROP. In relation to planned activities of MTC SR, it will be important that SUMPs will be developed and serve as a data and decision basis during the creation of the 2nd phase of the Transport Strategy.

Strategy for the Reduction of PM_{10}

The goal of the strategy is to take effective actions for the reduction of particles of solid polluting substances PM_{10} in the air. The main reason for developing the strategy is the exceeding of PM_{10}[11] emission limits established in legislative, mainly in areas with high population concentration i.e. in cities and towns primarily in the winter period. Based on analyses, emission particles from transport are one of the main current sources of air pollution – from fuel combustion, tire and break wear, from surfaces of communications polluted by winter maintenance etc. Based on the mentioned information, priorities and measures were established for the transport sector for the reduction of PM_{10} in the air.

7th Environmental Action Plan by 2020 "Good life within the possibilities of our planet"

It is basic strategic document that aims mainly at improving air quality, staying within the limit values for pollution, flood protection, and other environmental catastrophes, as well as better effectiveness of waste management, etc.

Some of the main measures within OPII in relation to improving air quality are construction of new motorway, expressway and first class road sections. Through new infrastructure, redirection of a significant portion of transit traffic away from urban areas will occur. It is expected that the construction of new roads will significantly contribute to the effort of SR to reduce PM_{10} a NO_2 emissions. Other measures associated with transport are modernization of railways, greening of public transport, parking policy, modernization of static transport and others. These measures will be realized from OPII or IROP. MA OPII will continuously monitor the contribution of OPII to reduction of PM_{10} a NO_2 emissions and achievement of objectives defined in Directive 2008/50/ES on air quality and cleaner air through relevant environmental indicators in each priority axis.

Strategic Transport Development Plan of the Slovak Republic up to 2030

It is a strategic document of a long-term nature, which aims to set an effective direction for the development of the transport sector and determines the way in which its development vision is realized. The document represents output of the II. prepraration phase of the Transport Development Strategy of the Slovak Republic until 2030 and represents the factual fulfillment of ex ante conditionalities set by the European Commission for the Transport sector in the programming period 2014 - 2020.

1.1.1.4 Information society

The strategy of Priority Axis 7 Information society is based on results of analysis and prognosis of the development of the digital economy sector[12], identified key disparities and potential development factors. The Priority Axis 7 corresponds to the needs identified in the analysis and to the thematic concentration indicated in the Position Paper which is oriented to the support of development factors. Moreover, the aim is to harmonise it with political priorities of the Strategy Europe 2020 and ex ante conditionalities, as well as with performance stimuli, in order to achieve more effective use of funds. The Priority Axis 7 with its objectives and activities takes into account and implements the priorities defined in the document of the European Commission eGovernment Action Plan.

1.1.1.5 Linkage of the Strategy of OPII-IS to the implementation of the Europe 2020 Strategy

In 2010 the European Union adopted a document "Europe 2020 A strategy for smart, sustainable and inclusive growth" setting out a vision of Europe's social market economy aiming the growth and employment. The Priority Axis 7 Information Society contributes to the intelligent growth as priority, with secondary impact on the priorities of sustainable and inclusive growth.

The development of information society has the ambition to contribute to the following national objectives of the strategy:

[11] Limit values for PM_{10} were established by the European Parliament and Council Directive 2008/50/EC on ambient air quality and cleaner air; in the Slovak Republic transposed to the Decree of the Ministry of Agriculture, Environment and Regional Development of the Slovak Republic on air quality.
[12] http://informatizacia.sk/strategicky-dokument/16604s

- To increase the employment rate of the population aged 20-64 at least to 72 % by creating new positions in the dynamic sector of digital economy and through state investments in information and communication technologies and other sectors of digital economy;
- To decrease the number of persons at risk of poverty or exclusion in SR by 170 thousand inhabitants and to promote instruments for eInclusion by improving the ICT skills of the population and through a reform of public administration that will facilitate the access to services and motivates all social groups to the participation;
- To increase the energy efficiency of SR by reduction of final energy consumption of 11 % against the average value in the years 2001 – 2005 through consolidation of information systems and hardware infrastructure in cloud data centres;
- To achieve e-Government index at the level 90 %[13].

The initiative Digital Agenda for Europe, which represents a sectoral strategy, was proposed for the priority of intelligent growth of Strategy Europe 2020. The objective of Priority Axis 7 is to prepare the new programming period in order to allow the efficient implementation of measures of the Digital Agenda for Europe, to which Slovakia has committed itself. The proposed activities of specific objectives under Priority Axis 7 draw from all seven pillars of the Digital Agenda for Europe:

Tab. 2 Implementation of the Digital Agenda for Europe from the viewpoint of priority themes – see Annex 8

1.1.1.6 Linkage of strategy of OPII-IS to the implementation of aims of significant national strategic documents defining the development of ICT sector

Partnership Agreement of the Slovak Republic

The Partnership Agreement of the Slovak Republic (hereinafter "PA SR") covers all support from the European Structural and Investment Funds (hereinafter "ESIF") in the respective Member State. It is a document defining the strategy, priorities and conditions of SR for the use of these funds in an effective and efficient manner, with the aim to achieve the priorities of the Strategy Europe 2020.

Strategic document for digital growth and next generation access infrastructure (2014 – 2020)

For achievement of long-term economic and social effects of financing of the progress it is necessary to address the national and regional needs of Slovakia. Identified areas that take into account among others the recommendations of the European Commission, are:

- Increasing the competitiveness of regions: First of all, it is the need to increase the competitiveness of Slovak regions slowed down by the weak business environment, which faces the ineffective public administration. The consequences are weak results of indicators of market in products and services that can be improved by the reduction of administrative burden for startups.
- Increasing the level of innovations and capacity for modern technological solutions: Slovakia urgently needs to increase the level of innovations and capacity for modern technological solutions, especially in small and medium enterprises in all regions, in order to eliminate the regional disparities.
- Increasing employment: The long-term unemployment, not only among young people in Slovakia, can be solved by connection of the learning process to the needs of the labour markets

[13] NRP SR 2013, Annex 1: The index for a respective country is calculated as the weighed mean of the following three indicators: accessibility of eGovernment (weight of 50 %), use of eGovernment by individuals (25 %) and use of eGovernment by businesses (weight of 25 %). The accessibility of eGovernment measures the supply of twenty basic eGovernment services. The indicator shows the share of services accessible via the Internet from twenty defined public services. To be regarded as accessible the service must achieve a certain degree of sophistication. The use of eGovernment by individuals or businesses measures how many people or businesses (in per cent) used the internet for communication with public institutions during the last three months percent (gaining information from a website, downloading of an official form or sending of a completed form). Source: Eurostat

and by support of new creative jobs for young people in small and medium enterprises working with the most advanced technologies in the area of ICT.

- Improving the resource efficiency: Slovakia also needs to significantly improve the resource efficiency. According to recent trends these resources comprise data produced in public administration. In public administration it is necessary to improve HR management and to increase the analytical capacity in order to allow the development of efficient policies for the reform of effective, reliable and open public administration and for consolidation of infrastructure. The ambition will also be the optimisation of procurement and law enforcement.

On the basis of specific needs of Slovakia deals the Priority Axis 7 with achievement of Thematic Objective 2: "Enhancing access to, and use and quality of, ICT" defined by Article 9 of the Regulation (EU) 1303/2013 of the European Parliament and of the Council. This thematic objective is related to two priorities of financing:

- Business environment supporting innovation;
- Modern and professional public administration.

The population from any region of the country can be involved in economic and social activities by developing broadband infrastructure, access to which is limited, especially in rural areas, and by promoting the single digital market. The implementation of the first priority can be achieved by technological and organisational involvement of a larger number of citizens and businesses in digital economy, the development of which is directly supported by the state.

For the implementation of the second priority in the area of information society it is meaningful to deal independently with interaction with the public (in the form of services) and with the inward implementation of eGovernment. An excellent opportunity for this purpose is offered by the ongoing reform Effective, reliable and open public administration.

On the basis of these concepts Slovakia has developed the strategy for Thematic Objective 2 in the Strategic document for digital growth and next generation access infrastructure (2014 – 2020)[14]. In this document MF SR[15] defines investment priorities that should be supported in the framework of OPII.

Through knowledge towards prosperity - Research and Innovation Strategy for Smart Specialisation of the Slovak Republic

Based on the analysis of the development of Slovak economy, the Research and Innovation Strategy for Smart Specialisation of the Slovak Republic identifies areas of specialisation resulting from established traditional economic sectors and perspective areas of specialisation from fast-growing sectors in Slovakia with high development potential for Slovak economy.

OPII helps the development, research and innovation indirectly by creating demand for innovative solutions and products with high added value that will be used prevailingly in public administration. The extension of opportunities can be therefore expected in the following areas:

- Development and research of applications and algorithms able to process large volumes of data for the purposes of predictive analyses and risk analyses;
- Development of systems able to optimise the decision-making based on evidence;
- Development of intelligent and automated systems;
- Development of innovative mobile solutions;

[14] http://informatizacia.sk/strategicky-dokument/16604s

[15] Approving the Act no. 171/2016 Coll. amending and supplementing Act no. 575/2001 Coll. on Organization of Government Activities and Organization of Central State Administration, as amended, and amending certain acts, with effect from 1 June 2016, the competence of the Ministry of Finance of the Slovak Republic in the area of informatization of society passed to the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization. Following the change in the competence law, the Government of the Slovak Republic approved the Office of the Deputy Prime Minister for Investment and Informatization for the Intermediate Body for Priority Axis 7 - Information Society. The function of the Intermediate Body for Priority Axis 7 OPII was undertaken by the Ministry of Finance of the Slovak Republic before 1 June 2016.

- Development of advanced security solutions;
- Deployment of advanced cloud technologies;
- Development of solutions working with spatial information;
- Development of systems for collaboration and information sharing.

Therefore, it will mean a significant extension of demand for innovative solutions based on information and communication technologies.

1.1.2 Justification of selection of thematic objectives and respective investment priorities

Tab. 3 Survey of justification of selection of thematic objectives and investment priorities - Transport

Selected thematic objective	Selected investment priorities	Justification of selection
7 – Promoting sustainable transport and removing bottlenecks in key network infrastructures	7i) Supporting a multimodal Single European Transport Area by investing in the Trans-European Transport (TEN-T) network	SR has incomplete and technically and qualitatively obsolete infrastructure which negatively affects the area of economy and environment, creates an obstacle to mobility of the population and decreases the attractiveness of the territory for tourism and inflow of investment. The ambition of SR is to contribute to homogenisation of the TEN-T network, smooth functioning of the internal market and strengthening of economic, social and territorial cohesion. Justification also applicable for investment priority 7a) See also Tab. 3 in Annex 8.
	7b) Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes	The objective of the selection of investment priority is to achieve a complementarity with interventions in multi-national and national transport infrastructure and to provide access to the TEN-T network and reliable connection between regions, regional centres, regional centres and the capital city, or regional establishments.
	7ii) Developing and improving environmentally-friendly (including low-noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility	In this investment priority SR will focus on the implementation of projects toward the promotion of sustainable urban mobility, which requires intervention, especially in large settlement and urban zones with fast growing share of individual motoring or obsolete inefficient systems. The rehabilitation and upgrading of vehicles used for public passenger transport and the support of development of infrastructure for integrated systems can contribute to the objectives of the EU Strategy 2020 in the area of GHG emissions and increasing the energy efficiency/share of renewable sources and air quality. See also Tab. 3 in Annex 8.
	7iii) Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures	The ambition of SR is to increase the competitiveness of railway transport – to create a reliable, comprehensive and interoperable system – by investments in infrastructure, rolling stock, integration of different transport modes (intermodal transport). Justification also applicable for investment priority 7d) See also Tab. 3 in Annex 8.

Tab. 4 Survey of justification of selection of thematic objectives and investment priorities – Information society

Selected thematic objective	Selected investment priorities	Justification of selection
2. Enhancing access to, and use and quality of, ICT	2(a) Extending broadband deployment and the roll-out of high-speed networks and supporting the adoption of emerging technologies and networks for the digital economy	**European Commission´s Position Paper on the development of the Partnership Agreement and programmes in SR for the period 2014 - 2020** - Developing the e-economy. - Deployment of ICT. - Promoting broadband access in areas of market failure - Improving the economic environment in rural areas, including related local infrastructure.

		National Reform Programme - Development of broadband Access. **State of play analysis** - Need of investments in the areas where at least 30 Mbit/s coverage is unavailable (the target to provide coverage for all households results from the Digital Agenda for Europe). - With exception of satellite connection, the coverage of entire population even by the basic broadband has not been achieved in Slovakia. **Opportunities** - Reliable and fast-speed broadband infrastructure is the prerequisite for fast development of information society.
	2(b): Developing ICT products and services, e-commerce, and enhancing demand for ICT	**Specific recommendation of the Council for SR** - Promoting a favourable business environment **National Reform Programme** - Increasing the innovation capacity of SMEs. **State of play analysis** - Insufficient innovation capacity of Slovak economy influenced by the weak business environment and underdeveloped system of research and innovations - Missing possibilities for sharing of existing solutions and technological platforms of public administration with SME. **Opportunities** - Creating demand for innovative solutions in areas such as mobile government, data analysis etc., which are suitable for solution through SME services. - Providing ICT infrastructure for business scaling and innovations in provision of services through shared services of public administration.
	2(c): Strengthening ICT applications for e-government, e-learning, e-inclusion, e-culture and e-health	**Specific recommendation of the Council for SR** - Implementation of public administration reform - Improvement of the quality of public services. **National Reform Programme** - Reducing the administrative burden for businesses and citizens. - Enhancing the qualification, skills, and development of living conditions of persons with disabilities. - Modernisation of contacts with a citizen and entrepreneur and increasing the effectiveness of services and transparency of public administration. - Developing efficient and secured ICT infrastructure. - Ensuring information security. **State of play analysis** - The present state of electronic services does not provide comfort solutions to citizens and entrepreneurs. - The full potential of resource economy is not used. - Need of cuts in budgets of public administration institutions. - Need of provision of public administration services with much higher standard. **Opportunities** - Existence of the potential for enhancing the effectiveness of the information system operation, including decreasing the energy intensity. - Emerging new technologies (intelligent devices etc.) become part of everyday life of citizens and entrepreneurs.

1.2 Justification of financial allocation of OP

1.2.1 Transport

The amount of EUR 3.16 billion was earmarked for the implementation of projects of the Operational Programme Transport 2007 – 2013, which was the largest allocation from all programmes of the National Strategic Reference Framework of SR 2007 – 2013. MTC SR had a similar ambition – to gain a decisive portion of funds for the implementation of development plans in the area of transport infrastructure and for the support of public passenger transport - during the negotiations on division of national allocation for the period 2014 – 2020. The argumentation in relation to the partners, both at national level and in relation to the Commission, was based particularly on the actual situation in the area of transport infrastructure of SR (uncompleted and obsolete network). Further arguments concerned the existing international obligations resulting for SR in relation to the development of the TEN-T network, as well as the general potential which may manifest itself in the economic growth and growth of employment through investments in transport infrastructure and related services. MTC SR also took into account the recommendations of the Commission formulated in the position paper which constitutes a framework for the preparation of the Partnership Agreement of SR and refers to the need of achievement of targets set out in the Strategy Europe 2020 and in the NRP.

The amount of EUR **3.139 billion** was earmarked in OPII from EU Funds for the implementation of projects in the area of transport. Moreover, funds from the Connecting Europe Facility were earmarked for the transport sector for the programming period 2014 - 2020 at the amount of EUR 743 million (EU source). The funds of CEF should be used prevailingly for construction and modernisation of railway corridors (see also Chapter 8.2). On the basis of analysis of needs elaborated during the preparation of OPII-T (Strategic plan) costs of construction and modernisation of transport infrastructure (railway, road and water transport) within the TEN-T network until 2020 amount to EUR 6.82 billion, which clearly exceeds the possibilities of public financing.

From the perspective of further development of economy of SR the main priority is the construction of superior road infrastructure, the absence of which has negatively affected the areas of economy, environment and health of the population for a long time and which is an obstacle to mobility of the population and decreases the attractiveness of the territory, especially for investors. The parallel sections of first-class roads that are currently in operation do not fulfil the capacity, safety and qualitative parameters. The priority for programme period 2014 - 2020 is therefore to complete and upgrade the TEN-T network of motorways and express ways and to improve the accessibility of less developed regions by connecting them to the TEN-T network. The allocation for these objectives represents 43.80 % of OPII-T and CEF funds.

In spite of the strategic importance of investments in the construction of new motorways and express ways, when density of their network significantly lags behind the European average, SR does not neglect the development of so-called environmentally friendly transport modes such as railway, water and public passenger transport. In line with the requirement of EC that at least 50 % of costs from ESIF and CEF should be used for promoting the railway and urban transport (other than trolley-bus and bus transport), the allocation of OPII-T was distributed among individual transport sectors. The allocation for targets in the area of railway transport, including urban transport, represented 51.49 % of funds of OPII-T and CEF.

With the aim of assuring a balanced development of all transport modes, MTC SR will execute necessary measures, so that sources allocated for support of rail and urban transport will be absorbed through the implementation of cost-effective projects and that the ratio of sources allocated for the support of these transport modes remains above 50% of the Cohesion Fund and CEF.

Within the programming period 2014 - 2020, the allocation of PA 5 will be intended for financing projects that intervene in the Bratislava self-governing region thus in the territory unauthorized for ERDF funds. For this reason, under Article 70 of the General Regulation, these projects will be funded as an unjustified cost from national public sources.

Under PA 5, one variable for pro rata will be applied, depending on the type of territory where the project is implemented or part of it:

- the variable is the proportion of the length of the normal track gauge railway lines operated within the Bratislava self-governing region on the total length of the normal track gauge railway lines operated in the SR (7.05%).

1.2.2 Information society

The proposed financial allocation for PA 7 dealing with the implementation of TO 2 represents EUR 788 million for ERDF and was determined on the basis of:

- Expert assessment of intensities of individual activities in the framework of specific objectives in terms of technological infrastructure and expert work,
- Expected development of prices of information technologies in the period 2014 - 2020,
- Expected development of prices of expert work in the period 2014 - 2020,
- Absorption capacity of potential applicants determined on the basis of experiences from the preceding programming period 2007 - 2013,
- A cost analysis for broadband deployment.

The part of PA 7 funds will be used to finance national projects related to eGovernment development in the territory of Bratislava Region. Whereas this region is not entitled to receive the ERDF funding under the OPII, the relevant projects will be financed by pro-rata principle[16] as ineligible costs from national public funds, within the meaning of Article 70 CPR.

There are two rates agreed between the MA OPII and the EC which will be applied under the PA 7 for pro-rata calculating, depending on the nature of the project:

- The first rate applies to the projects that interfere with their effect the whole country. The eligibility of expenditures proportionately (pro-rata) decreases by 11.42%, which corresponds to the ratio of the population of the Bratislava Region area to the total population of the Slovak Republic.
- The second rate applies to the projects, the results of which will serve the Public Administration. When applying the rate, 21.52% of project costs will be funded from the state budget. This corresponds to the percentage of public servants working in the Bratislava region.

Tab. 5 Pro-rata types under the PA 7 (See Annex 8)

For the purpose of concretisation of financial allocation of the PA 7 a roadmap of eGovernment was proposed which defines the basic framework for the project pipeline, comprising:

- List of projects, their priority and indicative costs,
- Basic phases of implementation in the following period – in the first phase, after required changes related to technological progress and objectives of OPII, relevant projects would be implemented, which were not implemented in the programming period 2007 - 2013,
- Connection of projects with project´s intervention logic: activities for respective specific objectives and contribution to result and output indicators,
- List of required legislative changes.

[16] Pro rata" principle - proportional financing of project expenditure to the benefit of a territory falling under another category of region to carry out project activities in favor of the program.

It can be assumed that the implementation of investments in the proposed scope for investment priorities is able to bring the determined contributions for achievement of Thematic Objective 2 and thus ensure the sustainable growth and positive economic impact in the long term.

Tab. 6 Survey of investment strategy of the programme

Priority axis	Fund	EU support (EUR)	Total EU support for the operational programme (by Funds)	Thematic objective	Investment priorities	Specific objective corresponding to investment priorities	Specific result indicators of the programme corresponding to the specific objective
PA 1	CF	725 839 166	18,38 %	TO 7 – Promoting sustainable transport and removing bottlenecks in key network infrastructures	Supporting a multimodal Single European Transport Area by investing in the TEN-T	1.1 Removal of key bottlenecks on rail infrastructure through modernisation and development of main railway lines and hubs important for international and national transport	Time saving in railway transport on the core TEN-T network
							Savings in production of PM_{10} emissions (due to the modernisation of rail lines)
							Savings in production of NO_2 emissions (due to the modernisation of rail lines)
					Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures	1.2 Improving the technical conditions for the operation of international rail services through the implementation of selected elements of the TSI on the most important routes for international traffic (TEN-T CORE)	The total volume of international traffic on the TEN-T corridor Orient/East-Med, section state border CR/SR - Kúty – Bratislava
						1.3 Increasing the attractiveness and quality of services in railway public passenger transport through renewal of the rolling stock	Number of passengers transported by public railway passenger vehicles
PA 2	CF	1 142 500 000	28,93 %	TO 7 – Promoting sustainable transport and removing bottlenecks in key network infrastructures	Supporting a multimodal Single European Transport Area by investing in the TEN-T	2.1 Removing key bottlenecks of TEN-T road infrastructure by construction of new sections of motorways and expressways	Time saving in road transport on motorways and expressways
							Savings in production of PM_{10} emissions (due to the construction of motorways)
							Savings in production of NO_2 emissions (due to the construction of motorways)
PA 3	CF	322 350 000	8,16 %	TO 7 – Promoting sustainable transport and	Developing and improving environmentally-friendly (including low-noise) and	3.1 Increasing the attractiveness of public passenger transport by modernisation and reconstruction of infrastructure for ITS and urban rail transport	Time saving in public passenger transport

				removing bottlenecks in key network infrastructures	low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility	3.2 Increasing the attractiveness and accessibility of public passenger transport through renewal of the rolling stock of rail UMT	Number of passengers transported by rail in UMT in the cities Bratislava, Košice, Žilina, Prešov and Banská Bystrica
PA 4	CF	116 450 000	2,95 %	TO 7 – Promoting sustainable transport and removing bottlenecks in key network infrastructures	Supporting a multimodal Single European Transport Area by investing in the TEN-T	4.1 Improving the quality of services provided on the Danube waterway~~in the public port Bratislava~~	Volume of realised freight transport outputs in the public port Bratislava
PA 5	ERDF	282 232 227	7,15 %	TO 7 – Promoting sustainable transport and removing bottlenecks in key network infrastructures	Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures	5.1 Eliminating key bottlenecks on railway infrastructure through developing and modernising railway lines and related objects important for international and national transport	Time saving in railway transport
							Rate of electrification of railway lines
							Savings in production of PM_{10} emissions (due to the electrification of rail lines)
							Savings in production of NO_2 emissions (due to the electrification of rail lines)
						5.2 Improving the technical conditions for the operation of international rail services through the implementation of selected elements of the TSI on the most important routes for international traffic	The total volume of international traffic on the TEN-T corridor, section Bratislava – Nové Zámky – Štúrovo / Komárno – state border SR/HU
						5.3 Increasing the attractiveness and quality of rail public passenger transport services through renewal of rolling stock	Number of passengers carried in public rail passenger transport
PA 6	ERDF	484 757 228	12,27 %	TO 7 – Promoting sustainable transport and removing bottlenecks in key	Supporting a multimodal Single European Transport Area by investing in the TEN-T	6.1 Removing key bottlenecks of TEN-T road infrastructure by construction of new sections of express ways	Time saving in road transport on express ways
							Savings in production of PM_{10} emissions (due to the construction of expressways)

				network infrastructures			Savings in production of NO_2 emissions (due to the construction of expressways)
					Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes	6.2 Improving the safety and accessibility of TEN-T road infrastructure and regional mobility by construction and modernisation of first-class roads	Time saving in road transport on first-class roads.
							Number of fatalities on 1st class roads.
							Savings in production of PM_{10} emissions (due to the construction of 1st class roads)
							Savings in production of NO_2 emissions (due to the construction of 1st class roads)
PA 7	ERDF	788 081942	19,96 %	TO 2 – Enhancing access to, and use and quality of, ICT	Extending broadband deployment and the roll-out of high-speed networks and supporting the adoption of emerging technologies and networks for the digital economy	7.1 Increase in broadband coverage/NGN	Percentage of individuals using the mobile access to broadband internet
							Percentage of the population regularly using the broadband internet
					Developing ICT products and services, e-commerce and enhancing demand for ICT	7.2 Enhancing innovation capacity, in particular of small and medium-sized enterprises in digital economy	Percentage of SMEs selling goods and services online
							Percentage of individuals ordering goods and services online
					Strengthening ICT applications for e-government, e-learning, e-inclusion, e-culture and e-health	7.3 Enhancing the quality, standard and accessibility of the eGovernment services for businesses	Overall satisfaction of businesses with eGovernment services
							Overall usage of eGovernment services by businesses
						7.4 Enhancing the quality, standard and accessibility of the eGovernment services for citizens	Overall satisfaction of citizens with eGovernment services
							Overall usage of eGovernment services by citizens
						7.5 Improving overall data availability in public administration with an emphasis on open data	Number of open data downloads

						7.6 Promoting digital skills and including disadvantaged individuals into the digital market	Percentage of disadvantaged individuals using the internet
							Percentage of individuals with medium or high computer skills
						7.7 Enabling modernisation and rationalisation of public administration by ICT means	Average processing time in the decision-making activities
						7.8 Rationalizing the operation of information systems by eGovernment cloud	The overall costs of PAIS ownership
						7.9 Enhancing cyber-security in the society	The ratio of www servers of public administration organizations without the critical safety deficiencies on the total sample of www servers of public administration
TA	ERDF	87 000 000	2,20 %	N/A	N/A	N/A	N/A

2 Priority Axes

A description of the priority axes other than technical assistance

2.1 PRIORITY AXIS 1: RAILWAY INFRASTRUCTURE (TEN-T CORE) AND ROLLING STOCK RENEWAL

ID of the priority axis	**1**
Title of the priority axis	Railway infrastructure (TEN-T CORE) and rolling stock renewal

The entire priority axis will be implemented solely through financial instruments	No
The entire priority axis will be implemented exclusively through financial instruments set up at Union level	No
The entire priority axis will be implemented through community-led local development	No
For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both	N/A

2.1.1 Fund, category of region and calculation basis for Union support

Fund	Cohesion Fund
Category of region	N/A
Calculation basis (total eligible expenditure)	EUR 853 928 431
Category of region for outermost regions and northern sparsely populated regions (where applicable)	N/A

2.1.2 INVESTMENT PRIORITY 7i): Supporting a multi-modal Single European Transport Area by investing in the TEN-T

2.1.2.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 1.1: ***Elimination of key bottlenecks on rail infrastructure through modernising and developing major railway networks and hubs important in terms of international and national transport***

The performance and effectiveness of railways depends on the condition of the railway infrastructure. The one in Slovakia is characterised by a high-density network with outdated technology and a low capacity utilisation rate. The principal limiting factors of this situation identified by the Strategic Plan and the PPT Strategy[17] are, in particular, the capacity and security limitations of the railway infrastructure. The technical background of the rail transport infrastructure is not prepared sufficiently for the changing conditions and structure of the transport market. The technical condition of most infrastructure facilities is unsatisfactory, which is mainly manifested in the large number of deviations from the construction parameters of operated rail-lines, especially in terms of speed and carrying capacity.

The rail transport infrastructure can further develop mainly through modernisation especially within the main international corridors (TEN-T networks). Such modernisation is based on the needs of the offer for quality railway infrastructure for international and national passenger and freight transport services.

The modernisation of the rail transport infrastructure will remove technical obstacles and bottlenecks within this key network infrastructure. The development and promotion of rail transport contributes to decarbonisation and reduction of emissions in transport, and thus enhances sustainable transport.

[17] For more details on the strategic documents see pages 12 and 13.

Specific objective 1.1 was proposed with the aim to ensure a continuous follow-up of the activities implemented during the previous periods. It is based on the priority of railway infrastructure development *"Modernisation and development of rail transport routes, where appropriate"*, as defined in the Strategic Plan, and places emphasis on the need to modernise it along the axes with high demands for passenger or freight rail transport. It is mainly the major railway lines included in the TEN-T core network the modernisation of which (to comply with the parameters defined in EU legislation) will be the main priority in accomplishing this objective.

Projects related to the modernisation and development of rail transport infrastructure will be implemented on those rail-lines which are of crucial importance for economic growth and improvement of the mobility of Slovak and EU population – CORE TEN-T corridors, mainly sections in the direction Žilina – Košice and Žilina – state border SR/CZ.

The follow-up of the modernisation of railway corridors depends on the preparation of updates and new feasibility studies on the individual railway corridors. The line speed will only increase in those sections where it is feasible given the geomorphological and geographical conditions and investment efficiency.

RESULTS

a) elimination of key bottlenecks within the TEN-T core network (mainly in the Žilina – Košice section and Žilina – state border SR/CR section);
b) reduction of time losses and operating costs;
c) reduction of negative environmental impacts (reduction of the noise load and CO_2, NO_2 and PM_{10} emissions);
d) creation of the conditions to increase the share of passenger and freight rail transport in the modal split;
e) creation of the conditions to enhance the competitiveness of regions and improve the mobility of inhabitants and the employment growth potential.

Tab. 7 Programme-specific result indicators corresponding to specific objective 1.1

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Time saving in rail transport	EUR	N/A	23 697 461	2013	18 910 877	MA OPII	Annually
2.	Savings in production of PM_{10} emissions (due to the modernisation of rail lines)	tonne	N/A	10,58	2013	10,15	MA OPII	Annually
3.	Savings in production of NO_2 emissions (due to the modernisation of rail lines)	tonne	N/A	57,09	2013	51,28	MA OPII	Annually

2.1.2.2 Description of the type and examples of actions

INVESTMENT PRIORITY 7i) will be implemented through the following activities:

A. Modernisation of railways (improvement of selected technical parameters of the railway transport route);
B. Electrification of rail-lines;
C. Construction of new rail-line sections (if the reasons for construction are confirmed by a relevant feasibility study);
D. Construction of intermodal transport terminals (in the case of suitable market conditions);

E. Project preparation.

A. Modernisation of rail-lines (improving selected technical parameters of rail transport routes)

The development and operability of the rail transport route is ensured by the state by means of Železnice Slovenskej republiky (ŽSR; Railways of the Slovak Republic), an entity established under special Act of the NC SR No. 258/1993 Coll. on the Railways of the Slovak Republic, as amended. By entering the EU and integrating the ŽSR network in the European transport system, the SR took over obligations concerning EU development priorities and the requirement to implement technical standards aimed to ensure sustainable possibilities for the development of railways.

The total length of the railway infrastructure in the Slovak territory, which is integrated in the TEN-T, is around 1,408 km, of which 701 km is core network and 707 km is comprehensive TEN-T network. The core network is defined by the European Commission on the basis of a single European methodology. It forms the backbone for the development of the multimodal transport network, and stimulates the development of the entire comprehensive network. It is expected to be completed by 2030.

With regard to the possibilities of further development of the TEN-T railway network, it can be stated that no new rail-lines are expected to be constructed within the territory of the SR, and that it is only planned to modernise the existing ones. The MTC SR estimates that the length of modernised lines included in the TEN-T network will represent around 12% by 2015, or close to 25% of the lines included in the TEN-T core network. The possibility of direct investments in the TEN-T transport infrastructure after 2013 is a unique opportunity for the SR to continue with the activities implemented in the previous periods (ISPA, CF 2004 - 2006, CF 2007 - 2013). The funds used for railway infrastructure development can largely enhance economic growth and job position creation.

The lagging behind in railway infrastructure development can pose significant risks in the form of reduced transportation of passengers and goods in national and international transport. This can lead to increased freight transport by road and individual car transport, and to a resulting increased environmental burden. The advantage of the current state of the ŽSR network is sufficient density of tracks, stations and stops, high track capacity, and good connection of the ŽSR railway network to the networks of the neighbouring countries.

The essential vision of the operational use of the railway network is to increase the overall volume of rail transport, including switch from road transport. The railway network must be prepared for this process, and must be able to satisfy the increased demand for passenger and freight transport in terms of parameters, capacity, and attractiveness for customers (passengers, carriers).

Further to the activities implemented during the previous periods, the modernisation of rail-lines forming part of the core trans-European network remains an investment priority. The projects of rail transport infrastructure modernisation will be implemented on those lines which are of crucial importance for economic growth and enhanced mobility within the SR and the European Transport Area. Diagnostic vehicles will be provided in connection with the need to perform comprehensive diagnosis and defectoscopy of railway lines, which have a major impact on ensuring the safety of railway operation, track running and continuous accessibility to the TEN-T network. Funding from PA 1 is earmarked for the acquisition of diagnostic vehicles by a repayable form of assistance through financial instruments.

The modernisation of the TEN-T railway infrastructure will contribute to the fulfilment of the Europe 2020 strategy, specifically to the initiatives referring to improved efficiency of the use of resources and reduction of emissions. The modernisation of selected rail-lines will increase the efficiency of rail transport by constructing a modern and fully interconnected infrastructure which will be able to absorb increased traffic volumes, including switch from road transport. This activity will thus contribute to smaller dependence on oil products, reduced emissions, improvement of air quality, and support of sustainable transport and economy. Investments should be linked to SUMPs and Air Quality Plans, with the aim to contribute to objectives defined in Directive 2008/50/EC on ambient air quality and cleaner

air for Europe, which has been transposed in SR through Decree of Ministry of Agriculture, Environment and Regional Development on air quality.

B. Electrification of rail-lines

The activities that the MTC SR proposes to implement under this part of the OP directly contribute to the accomplishment of the vision and objectives of the transport sector identified in the Strategic Plan (Chapter 4.6). These measures relate to reduction of emission burden and improvement of air quality.

From the point of view of environmental impacts, rail transport can be considered an environment-friendly mode of transport. In spite of that, there is space for further reduction of the rail transport´s environmental impacts, in particular through measures related to the electrification of saturated rail-lines. The electrification of rail-lines reduces dependence of the transport sector on oil products and increases its energy diversity by using several energy sources. In 2012, the needs and demands in freight and passenger transport were summarised on the basis of intensive communication between the MTC SR and rail carriers operating within the ŽSR network. Carriers considered missing electrification of some rail-lines to be one of the most serious problems. As of the end of 2013, the length of operated rail-lines of the SR was 3,600 km, of which only 1,586 km was electrified, which is around 44.06%.

With regard to the electrification of rail-lines included in the TEN-T core network, it is planned to use the OPII funds to co-finance the rail-line electrification project in the section **Devínska Nová Ves – Marchegg**.

C. Construction of new rail-line sections (provided that the reasons for construction are confirmed by a relevant feasibility study)

In connection with the enhancement of competitiveness and the use of new opportunities in public passenger rail transport, it is appropriate to examine new axes, i.e. new rail connections in areas with the potential to take over part of the traffic load in suburban and inter-regional passenger transport. On the basis of an analysis of transport relations in the Strategic Plan, it was recommended to examine, by means of a feasibility study, a direct rail connection between Bratislava and Nitra. It is expected that the existing rail sections would be mainly used for this purpose. Another project would be the plan to construct high-speed connections between Bratislava and the capital cities of France, Austria and Hungary. The examination of the route and potential construction would be financed from the CEF funds.

D. Construction of intermodal transport terminals (in the case of suitable market conditions)

Besides rail-lines modernisation, another opportunity for railway infrastructure development and increased use of its capacity is the development of combined transport. This requires the construction of container terminals with sufficient capacity to cover increased volumes in this type of transport and ensure preparedness for a potential growth of continental transport with a perspective growth of direct continental transport between Asia and the EU.

The long-term objective of the MTC SR is to build a core network of public intermodal transport terminal in order to improve access to quality terminal and logistic services. Based on COM decision[18] follows, that the **issue of constructing public terminals in the territory of the SR can be re-opened after 2018, after the MTC SR prepares a new analysis of the possibilities of building public intermodal transport terminals. The granting of public financial assistance to the construction of other terminals in the future will depend on the new Commission decision on state aid.**

E. Project preparation

With respect to the ministry´s preparation for the use of EU funds in the field of railways during the programming period 2014–2020, it should be noted that project preparation lags behind the results

[18] Commission Decision (2013)4423 of 17 July 2013 on State Aid SA.34369-2013/C Construction and operation of public intermodal transport terminals

attained in road transport in terms of quality. A substantial part of the preparation of railway works which were launched during the programming period 2007–2013 was suspended. The reason for such suspension is the fact that further to the Commission´s requirements and pursuing a cost-effective use of funds, it was necessary to re-examine the transport and traffic potential of corridor Va by updating the feasibility study in the direction of Žilina – Košice – state border SR/Ukraine. It will therefore be necessary, in most corridor constructions, to ensure a "higher" level of documentation in the next period, and to update the documentation for the levels already attained. The hidden debt in the preparation of railway projects and the inferior position concerning absorption capacity also constituted a reason for the allocation of funds among priority axes. **Hence, due attention and sufficient funds will be devoted to the pre-project and project preparation of railway works.**

Target groups:	- general public
Target areas:	- NUTS 1 (entire territory of the SR)
Beneficiaries:	- Železnice Slovenskej republiky (Railways of the Slovak Republic) - MTC SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.1.2.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported activities, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period 2014 – 2020 and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned rail projects/measures from priority axis 1 will respect the requirements of the environmental Regulations and Directives of the European Union, mainly Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.1.2.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these

instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.1.2.5 Planned use of major projects

The list of major projects the co-financing of which from priority axis funds is proposed by the MA OPII is presented in Chapter 12.1.. The list of major projects in PA 1 can also be modified with the aim to take account of financial, administrative and technical options of implementing CEF and financial instruments. A graphical depiction of the railway infrastructure development in Slovakia by means of major projects is provided in Annex 7.

2.1.2.6 Output indicators by investment priority and by category of region

Tab. 8 Common and programme-specific output indicators of investment priority 7i)

ID	Output indicator	Measurement unit	Fund	Category of region	Target value (2023)	Source of data	Frequency of reporting
1.	Total length of reconstructed or upgraded railway line in the TEN-T network	*km*	*CF*	*N/A*	*34,8*	*MA OPII*	*Annually*

2.1.3 INVESTMENT PRIORITY 7iii): Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures

2.1.3.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 1.2: ***Improving the technical conditions for the operation of international rail services through the implementation of selected elements of the TSI on the most important routes for international traffic (TEN-T CORE)***

The existence of mutually incompatible railway systems used in EU countries constrains the performance, smoothness, and quality of rail traffic (especially with regard to cross-border traffic on AGC and AGTC rail-lines), reduces the competitive position of railways on the transport market, and is one of the obstacles to building a single EU market.

The current railway infrastructure of the SR is technically and technologically largely obsolete, and fails to meet the growing quality requirements for rail transport, the technical specifications of interoperability, and the respective UIC decrees, which limits its integration in the European railway system and contributes to a continuing decline of the share of railway transport in the transport market in favour of increased road transport.

One of the priorities of the Strategic Plan related to the promotion of a modern and safe railway infrastructure is to ensure operability and to enhance rail transport safety and reliability. The limiting factor to the development and modernisation of a complex, interoperable railway network, especially at present, is the low level of safety systems and non-compliant track circuits. For principal railway corridors or integrated line sections which have already undergone modernisation or where no coherent modernisation is planned from a middle-term perspective, it is suitable to ensure, in addition to the elimination of bottlenecks, interoperability elements for the operation of international passenger and freight trains. This activity aims to support the implementation of traffic control systems and telematics applications in line with the respective EU decisions and national plans in order to improve the interoperability of railway systems.

As of 31 December 2013, approx. 92 km of rail-lines within the Slovak railway network were equipped with the ERTMS system[19], which represents 13.1% of the total length of rail-lines included in the TEN-T core network, or 6.5% of the total length of the entire TEN-T network. **Due to the need to increase the interoperability of rail-lines which are important in terms of international transport, the activities under this specific objective will primarily focus on deploying the ERTMS system, i.e. on the installation of the ETCS safety system and GSM-R communication system.**

RESULTS

a) meeting the commitments arising from Commission Decision No. 2012/88/EU of 25 January 2012 on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system, Commission Regulation No. 454/2011/EU of 05 May 2011 on the technical specification for interoperability relating to the subsystem telematics applications for passenger services of the trans-European rail system, and Regulation No. 62/2006/EC of 23 December 2005 concerning the technical specification for interoperability relating to telematics applications;
b) increased rail transport safety.

Tab. 9 Programme-specific result indicators corresponding to specific objective 1.2

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	The total volume of international traffic on the TEN-T corridor Orient/East-Med, section state border CR/SR - Kúty – Bratislava (train-km)	*km*	*N/A*	*1 205 396*	*2013*	*1 307 279*	*MA OPII*	*Annually*

SPECIFIC OBJECTIVE 1.3: ***Increasing the attractiveness and quality of public passenger rail transport services through rolling stock renewal***

This specific objective complements the objectives concerning infrastructure in a synergic way. The synergies obtained through the results of infrastructural and operation measures enable the multiplication of positive effects and increased attractiveness of rail transport. The modal split data of 2012 suggests that the share of freight rail transport in the total land transport volume is 19.9%. As for passenger transport, this share is only 7%[20].

The renewal of rolling stock in public passenger rail transport forms an important part of creating a comprehensive, quality and interoperable railway system. The restoration of rolling stock (primarily purchase of a new equipment) in public passenger transport and ensuring their interoperability will increase the comfort, safety and quality of rail transport from the end user perspective.

The achievement of quality and competitive passenger rail transport as a strategic objective of rail transport defined in the Strategic Plan depends on the setup of a quality and attractive system of passenger rail transport. One of the priorities of this objective is to ensure comfort passenger transport, placing emphasis on major improvements of passenger transport parameters significantly enhancing the perception of rail transport by passengers.

Procurement of new rolling stock must be linked to improvement of railway infrastructure and the parameters of the rolling stock must be compatible with the parameters of transport infrastructure, in order to ensure mutual compatibility and synergistic effects of investments.

[19] Bratislava Rača – Nové Mesto nad Váhom section with ETCS L1 system.
[20] http://www.telecom.gov.sk/files/statistika_vud/preprava_nakl.htm

In case passenger rail transport offers transportation in a quality comparable to other types of transport and frequency corresponding to the transport demands of the travelling public, the efforts pursuing the integration of public passenger transport can be successful. The Strategic Plan identified the benefits of a potential integration and gradual harmonisation of transport by cancelling parallel connections in rail and bus transport, as they cause ineffective use of public resources.

The actions concerning services in public interest will be implemented in line with the requirements of Regulation (EC) No. 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) No. 1191/69 and (EEC) No. 1107/70 and Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail.

RESULTS

a) increased attractiveness of public passenger transport through the purchase of new rolling stock for public passenger rail transport;
b) support for the stabilisation of services provided in public interest;
c) reducing the noise and CO_2, NO_2 and PM_{10} emission loads arising from the operation of public passenger rail transport.

Tab. 10 Programme-specific result indicators corresponding to specific objective 1.3

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Number of transported passengers in public passenger rail transport	*Number*	*N/A*	*44 287 000*	*2013*	*46 942 211*	*MA OPII*	*Annually*

2.1.3.2 Description of the type and examples of actions

INVESTMENT PRIORITY 7iii) will be implemented through the following activities:

A. Implementation of ETCS, GSM-R and TSI TAF/TAP systems;
B. Renewal of rolling stock in public passenger rail transport;
C. Project preparation.

A. Implementation of ETCS, GSM-R and TSI TAF/TAP systems

One of the main shortcomings of the railway network is its outdated character, low technical level, and poor interoperability. The aim is to improve the technical infrastructure of the existing rail-lines to achieve a level corresponding to the technical specifications for interoperability (TSI). This will enable the removal of existing technical barriers, ensure a more effective use of the technical parameters of rail-lines, and enhance the competitiveness of rail transport.

The interventions in the field of railway transport will therefore target the implementation of the ERTMS system and of an associated transmission infrastructure within the compact sections of modernised rail-lines, preferably those where the SR has obligations under appropriate EU legislation[21]. Specifically, the following sections have been considered:

- in the direction of **state border CR/SR Kúty – Bratislava**, including Bratislava hub;
- complete sections within the TEN-T core network in the direction of Púchov – Žilina (as part of modernisation).

[21] Commission Decision No. 2012/88/EU of 25 January 2012 on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system or directly Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community

B. Renewal of rolling stock in public passenger rail transport

In 2012, approximately 97% of transport in public interest in passenger rail transport was carried out by the 100% state-owned Železničná spoločnosť Slovensko, a. s. (Railway Company Slovakia). The other 3% of transport volumes were ensured by a private carrier[22]. Both carriers concluded contracts on transport services in public interest with the state, valid until 2019.

The experience from the previous period during which was characterised by the launch of rolling stock restoration in passenger rail transport suggests that these projects can be considered examples of good practice. From the point of view of the state as the entity contracting transport in public interest and carrier, the projects significantly contributed to improving quality in this segment. The travelling public received the rolling stock restoration very positively[23]. The rolling stock is operated on lines serving everyday needs of people who commute from regional or suburban areas to centres of economic and social activities due to work, education or visits to healthcare, social, cultural or sport facilities.

During the 2007 - 2013 programming period, the renewal of rolling stock providing public passenger rail transport services focused on supporting the development of Slovak region and mobility of the labour force, in particular, by building **integrated transport systems in the surroundings of Bratislava and Košice.** The result of two projects is the acquisition of **61 regional rolling stock units** deployed in seven regions: Bratislava, Trnava, Nitra, Trenčín, Žilina, Košice and Prešov. Approximately two thirds of services offered by new and modernised rolling stock are provided within the TEN-T network.

The MTC SR sees room for a follow-up of this type of projects in the next period mainly in relation to the support of the urban and suburban transport segment, and integrated transport systems in the City of **Žilina and conurbation Banská Bystrica – Zvolen**. **The aim is to acquire new low-floor electric and diesel-motor train units and to ensure their interoperability.** The implementation of this project will multiply the effects of the projects implemented so far and will create a logical complex of high-quality regional and suburban transport in the surroundings of the most important traffic centres.

The integration of public passenger transport can be successful under the condition that passenger rail transport offers transport services of a quality comparable to other types of transport and with a frequency corresponding to traffic demands. Support will be particularly provided to regional transport covering up to 75% of passengers. An important consequence of such integration is the harmonisation of transportation and the cancellation of parallel connections in rail and bus transport, which reaches up to 61% in some regions and causes smaller utilisation of the transport capacity of both carriers.

The measures concerning services in public interest will be implemented in accordance with the requirements of the Regulation No. 1370/2007 (EC) of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) No. 1191/69 and (EEC) No. 1107/70 and Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail.

The access of providers of services in public interest to rolling stock from EU funds for the purposes of public passenger rail transport operation represents a separate issue. **Access to such vehicles through non-discriminatory, appropriate and effective measures in line with EU legislation, as regards the opening of the market with national passenger rail transport services, will be ensured under the legislation referring to the 4th railway package.**

A possible solution guaranteeing this principle in Slovakia can be the founding of a "Transport Authority". The Transport Authority should be an independent office with a clearly defined scope of activities relating to the contracting of services in public interest and in other areas. The establishment of such institution and the launch of its activities can be planned in the period 2015 - 2018, and it should

[22] RegioJet, Inc.; operating rail passenger services on section Bratislava - Komárno
[23] The survey was conducted by Railway Company Slovakia, Inc. in November 2012 (please check www.zssk.sk)

be suitably coordinated with the planned implementation of another parallel project of rolling stock renewal and modernisation. With regard to the tasks of the Transport Authority as an entity contracting services in public interest, the MTC SR currently analyses possible alternatives, including a zero variant. The content and the results of the analysis should be consulted with higher territorial units due to their position as contracting entities for regional bus transport.

C. Project preparation

The current state of preparation of investment construction projects can be considered a cross-sectional problem of systemic nature. Hence, due attention and sufficient funds will be devoted to the pre-project and project preparation of railway works.

Target groups:	- general public
Target areas:	- NUTS 1 (entire territory of the SR)
Beneficiaries:	- Železnice Slovenskej republiky (Railways of the Slovak Republic) - Železničná spoločnosť Slovensko, a. s. (Railway Company Slovakia) - MTC SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.1.3.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported activities, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period 2014 – 2020 and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned rail projects/measures from PA 1 will respect the requirements of the environmental Regulations and Directives of the European Union, mainly Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.1.3.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private

investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.1.3.5 Planned use of major projects

The list of major projects the co-financing of which from PA 1 funds is proposed by the MA OPII is presented in Chapter 12.1. A graphical depiction of the railway infrastructure development in Slovakia by means of major projects is provided in Annex 7.

2.1.3.6 Output indicators by investment priority and by category of region

Tab. 11 Common and programme-specific output indicators of investment priority 7iii)

ID	Output indicator	Measurement unit	Fund	Category of region	Target value (2023)	Source of data	Frequency of reporting
1.	Length of TEN-T CORE rail-lines with a deployed ERTMS system	*km*	*CF*	*N/A*	*71*	*MA OPII*	*Annually*
2.	Number of renewed train units in public passenger rail transport	*Number*	*CF*	*N/A*	*35*	*MA OPII*	*Annually*

2.1.4 Performance framework of the priority axis

Tab. 12 Performance framework of Priority Axis 1

Indicator type (Key implementation step, financial indicator, output indicator, or result indicator)	ID	Indicator or key implementation step	Measurement unit	Fund	Category of region	Milestone for 2018	Final target (2023)	Source of data	Explanation of relevance of indicator
Financial indicator		Total amount of eligible expenditure after certified by the Certification Authority and submitting payment requests to the European Commission	*EUR*	*CF*	*N/A*	*166 516 044*	*853 928 431*	*MA OPII*	*Basic financial indicator*
Output Indicator		Total length of reconstructed or upgraded railway lines on TEN-T network	*km*	*CF*	*N/A*	*8,8*	*34,8*	*MA OPII*	*Bearing investment activity*

2.1.5 Categories of interventions

Tab. 13

Dimension 1 – Intervention field		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**

Priority Axis 1 – Railway infrastructure (TEN-T CORE) and rolling stock renewal	024	545 839 166
	027	180 000 000

Tab. 14

Dimension 2 – Form of finance		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 1 – Railway infrastructure (TEN-T CORE) and rolling stock renewal	01	704 063 991
	03	21 775 175

Tab. 15

Dimension 3 – Territory type		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 1 – Railway infrastructure (TEN-T CORE) and rolling stock renewal	07	725 839 166

Tab. 16

Dimension 4 – Territorial delivery mechanisms		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 1 – Railway infrastructure (TEN-T CORE) and rolling stock renewal	07	725 839 166

2.1.6 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries

Within the preparation of written calls and project application, the MA OPII can define an obligation to the beneficiaries to earmark a certain amount of eligible project expenditures for ensuring the quality project management. The maximum limit of expenditure and condition of their use will be set in the MA OPII management documentation.

2.2 PRIORITY AXIS 2: ROAD INFRASTRUCTURE (TEN-T)

ID of the priority axis	**2**
Title of the priority axis	Road infrastructure (TEN-T)

The entire priority axis will be implemented solely through financial instruments	No
The entire priority axis will be implemented solely through financial instruments set up at Union level	No
The entire priority axis will be implemented exclusively through community-led local development	No
For the ESF: The entire priority axis is dedicated to social innovation or transnational cooperation, or both	N/A

2.2.1 Fund, category of region and calculation basis for Union support

Fund	Cohesion Fund
Category of region	N/A
Calculation basis (total eligible expenditure)	EUR 1 344 117 648
Category of region for outermost regions and northern sparsely populated regions (where applicable)	N/A

2.2.2 INVESTMENT PRIORITY 7i): Supporting a multi-modal Single European Transport Area by investing in the TEN-T

2.2.2.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 2.1: ***Eliminating major bottlenecks within the TEN-T road infrastructure through the construction of new motorway and expressway sections***

For development of road infrastructure was in the Strategic plan defined vision for a "*modern, quality, safe and efficient functioning of transport infrastructure*", especially in the corridors of the trans-European transport network (TEN-T). The actions planned under this priority axis largely contribute to the accomplishment of this vision.

The content focus of projects under this priority axis will pursue the achievement of the specific objective **- eliminating major bottlenecks within the TEN-T road infrastructure** with an emphasis on sustainability, cost efficiency, increased road traffic safety, and reduction of socio-economic and environmental impacts of road transport. The construction of high-quality road infrastructure along TEN-T routes is of strategic importance for the national economy and for the enhancement of the competitiveness of the country and of its regions not only in terms of maintaining Slovakia´s accessibility and its links to other EU Member States, but also in terms of its further development. It improves accessibility and connectivity of regions and their attractiveness for investors and thus lays the foundations for increased competitiveness, economic and business development, and for creation of new jobs.

The priority axis funds will therefore be used for the **construction of new motorway and expressway sections** on routes where the existing 1st class roads fail to meet the requirements for capacity parameters (almost 44% of the transport volume is ensured by 1st class roads) and, due to long-term overload, the requirements for infrastructure quality. Many 1st class roads pass through built-up areas of towns and municipalities, and the traffic intensity in these sections has negative impacts on the quality of life of the local population also in terms of air quality. The construction of new motorway and expressway sections will divert a large part of transit road transport from built-up areas of towns and municipalities, thus improving the living conditions within the affected areas, especially reducing the noise load of the population, emissions, vibrations and dust caused by the current road traffic intensity. The follow-up

mitigation measures will be gradually implemented in towns and regions after the completion of the SUMPs and in accordance with air quality plans.

The Slovakia's priority is the construction of new motorway and expressway sections, particular those, the absence of which has a negative impact on the economy and the environment, presents an obstacle to population mobility, reduces the attractiveness of the area in terms of tourism and influx of investment, or sections which can largely enhance traffic safety. New motorways and expressways section will be developed in compliance with valid environmental and technical requirements in order to mitigate negative impacts of the traffic. Particular emphasis will be given to improving the air quality and contributing to objectives defined in Directive No. 2008/50/EC on ambient air quality and cleaner air for Europe, which has been transposed in SR through Decree of Ministry of Agriculture, Environment and Regional Development on air quality.

RESULTS

a) elimination of major bottlenecks within the TEN-T network, especially in the sections Žilina – Liptovský Mikuláš and Žilina – state border SR/CR/PR;
b) increased road traffic safety, less accidents;
c) reduced noise loads and savings in production of CO_2, NO_2 and PM_{10} emissions within built-up areas of towns and municipalities;
d) reduced time losses and costs savings;
e) delivery of traffic information to road users;
f) ensuring safe migration of animals;
g) creation of the conditions for enhanced competitiveness of regions, improved population mobility, and increased employment growth potential.

Tab. 17 Programme-specific result indicators corresponding to specific objective 2.1

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Time saving in road transport on motorways and expressways	*EUR*	*N/A*	*588 684 851*	*2013*	*343 475 242*	*MA OPII*	*Annually*
2	Savings in production of PM_{10} emissions (by construction of motorways)	*tons*	*N/A*	*30,11*	*2013*	*8,46*	*MA OPII*	*Annually*
3.	Savings in production of NO_2 emissions (due to the construction of motorways)	*tons*	*N/A*	*129,18*	*2013*	*33,02*	*MA OPII*	*Annually*

2.2.2.2 Description of the type and examples of activities

INVESTMENT PRIORITY 7i) will be implemented through the following activities:

A. Construction of motorways and expressways including feeder roads (TEN-T);
B. Building of intelligent traffic systems;
C. Increasing road traffic safety;
D. Project preparation.

A. Construction of motorways and expressways including feeder roads (TEN-T)

The progress so far attained through the construction of transport infrastructure lags behind the dynamics of economic development, growth of transport demands, and social demand, and poses a major barrier to employment growth and development. The transport infrastructure fails to fulfil the function of an instrument used to increase the attractiveness of the area, its economic potential and quality of life of its

population. On the contrary, it rather delays the integration of weaker regions into wider territorial and economic relations.

The growing mobility demands on most roads, including those forming part of the trans-European road network (TEN-T), are predominantly ensured by first-class roads. The problem is the overload of 1st class roads which account for almost 44% of the transport volume. Compared to motorways and expressways, it is more by approx. 21%.

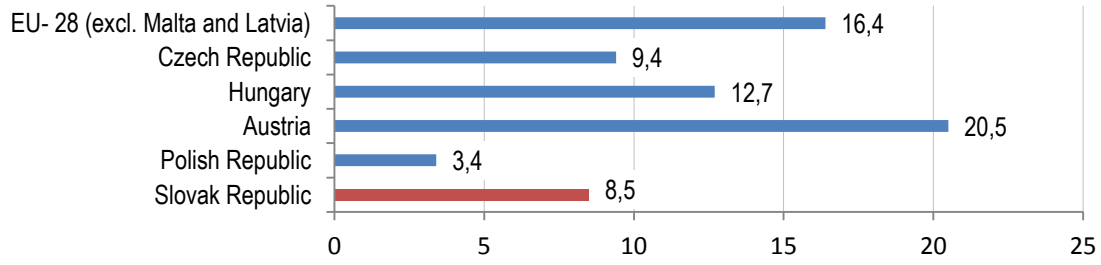
For comparison, 2nd and 3rd class roads account for almost 21% or 13% of transport volumes[24]. Many 1st class roads run through built-up areas of towns and municipalities, and fail to meet the basic standards of capacity and safety, as well as quality parameters due to long-term overload.

The total planned length of the motorway network of the SR is 705 km and is defined by D1, D2, D3, and D4 routes. As of 01 January 2013, less than 62% of the planned length of motorways was in operation. The D2 motorway of around 80 km is the only motorway which is operating at full length. Preparation and implementation works on other motorway routes are at different process stages.

The average annual length of new motorways and motorway feeders in Slovakia is only 12.3 km since 2006[25]. After completion of the sections constructed since 2011 (co-financed from the OPT 2007 - 2013), the rate of construction will increase to 18 km per year.

From the point of view of motorways density, the Slovak Republic is still in the category of countries with the smallest density of this type of infrastructure, and largely lags behind the average of EU-28. The average density in these countries (excluding Malta and Latvia) is 16.4 km/1,000 km^2 (source: Eurostat). As of 01 January 2012, the motorway density within the TEN-T corridors in Slovakia was approx. 8.55 km/1,000 km^2 (Graph 1).

Graf. 1 Motorway network density as of 01 January 2012 (km/´000 km^2) – international comparison



The expressway network is defined by R1, R2, R3, R4, R5, R6, R7, and R8 roads, and the total length, including common sections, is 1 263 km. The expressway network was 19.6% complete as of 01 January 2013. The most complete is the R1 route with fully operational Trnava – Banská Bystrica section. On the other hand, construction works have not started yet on expressways R5, R7 and R8, and the respective sections are at the stage of preparation for the moment.

Apart from the undoubtedly positive impacts of road transport, the development of motoring is accompanied by a wide range of negative phenomena. The most serious ones include traffic accidents and their consequences as a serious social problem with impacts on all spheres of human activities. Every society should therefore seek to reduce the number of accidents and mitigate their consequences.

The traffic development suggests an apparent growth of road transport on all categories of roads. The highest increase can be observed in motorways and expressways which saw a traffic growth by 66% compared to 2005. This relates to the gradual completion of new motorway and expressway sections.

[24] Source: Strategic Plan for Transport Infrastructure Development of the SR by 2020 (calculation of the MTCRD SR on the basis of the development of transport volumes by types of roads in ´000 vehicle-kilometres per average day of the year (data of 2010)).

[25] Calculation of the MTCRD SR on the basis of the Road Database (source: http://www.cdb.sk/sk/Vystupy-CDB/Statisticke-prehlady/Dlzky-cestnych-komunikacii.alej).

The construction of motorways and expressways thus seems to fulfil its task, and once completed these roads will take over a significant part of the traffic. At the same time, the impacts of transport induction can also be observed, where newly built quality roads take over parts of traffic from roads other than those primarily replaced by motorways.

The building of the motorway network is important in terms of improving the accessibility of regions, reducing transport times, fuel saving, increasing labour productivity, reducing accident rates and negative environmental impacts, and last but not least, it has positive impacts on the condition of roads of minor traffic importance.

Transit traffic intensity remains a problem. The towns with critical values of distance transit traffic passing through their built-up areas (share in total traffic in the town) are Košice (78%), Trnava (73%), Ružomberok (62%), Šahy (51%), Žiar nad Hronom (51%), and Levoča (50%). Transit traffic from these towns is expected to be taken over by the planned motorway and expressway sections within the given areas. Over 40% of distance transit traffic passes through the towns of Martin, Turčianske Teplice, Vranov nad Topľou, or Šamorín and Dunajská Streda near Bratislava; the transit situation in Čadca is also critical. The agglomerations of Žilina and Prešov report a share of distance transit traffic close to 40%; this unbearable situation must be addressed immediately. Elimination of negative effects generated by the traffic in cities and regions can be achieved by implementation of measures that have been determined in the strategic documents of MTC SR, Programmes and Action Plans for improvement of air quality[26], or SUMPs (where they exist), which should be linked to air quality plans in order to meet the objectives defined by European Parliament and Council Directive No. 2008/50/EC on ambient air quality and cleaner air for Europe; in the Slovak Republic transposed through the Act 137/2010 Coll. as amended and Decree No. 360/2010 Coll. of the Ministry of Agriculture, Environment and Regional Development of the Slovak Republic on air quality, as amended by Decree No. 442/2013 Coll.

The benefit of the implementation of major projects under this priority axis to improving the accessibility of Slovakia and its regional centres is detailed in Annex 3.

Construction of motorways

The investment into the motorways development will target the construction of new D1 and D3 motorway sections. These sections will lead to further extension of the motorway network eastwards and northwards, and will eliminate major bottlenecks and obstacles within the core TEN-T road network. (See Annex 8).

D1 motorway

The core part of the integrated transport system of the SR from the point of view of road infrastructure is the Va multimodal corridor which also represents a 1st level residential development axis within the corridor Bratislava – Trenčín – Žilina – Poprad – Prešov – Košice. The principal development axis is followed by the D1 motorway which interconnects eight of the ten largest cities in Slovakia from the west (through the north) to the east of the country.

It is the longest motorway with a length of 516 km extending across the country. In its northern part, the motorway D1 passes through a heavy terrain with many tunnels and bridge structures. The construction of the D1 motorway is therefore extremely demanding in terms of technical design, time and finances. As of 01 January 2013, 312 km of motorways were in operation and 72 km were under construction. The D1 sections between Žilina and Liptovský Mikuláš can be considered a bottleneck with 1st class road traffic (I/18) and a traffic intensity of 20–37 thousand vehicles per 24 hours.

The strategy of D1 motorway development will follow up on the 2007 – 2013 programming period. The previous financial assistance and the funds will be primarily used to co-finance major project delivered in several stages. The priority axis funds will be used, in particular, to finance the project preparation and construction of the following sections:

- D1 Hričovské Podhradie – Lietavská Lúčka (2nd phase),

[26] §11 a 12 of Act No. 137/2010 Coll. on Air, as amended

- D1 Lietavská Lúčka – Višňové – Dubná Skala (2nd phase),
- D1 Hubová – Ivachnová (2nd phase),
- D1 Turany – Hubová,
- D1 Budimír – Bidovce,
- D1 Prešov, West – Prešov, South.

Once the construction of all D1 motorway sections is completed – those started before 2014 and those to be cofinanced under the OPII – the two largest Slovak cities (Bratislava and Košice) will be interconnected by quality road infrastructure at a total length of approx. 442 km in a horizon of several years.

D3 motorway

Motorway D3 is important with regard to the north-south link to Poland and the Czech Republic. The total planned length of the D3 motorway is 59.8 km; by 01 January 2013, it was planned to complete over 50 km.
Co-financing of the D3 motorway sections is subject to implementation of an OD survey at the SK/CZ and SK/PL border-crossing points followed by a traffic model. Construction of the motorway sections will be possible subsequent to confirmation of the fact that the traffic intensities on D3 motorway are sufficient for compliance with the conditions of economical rate of return. It is assumed to co-finance the following sections of the PA 2 resources:

- D3 Svrčinovec – Skalité (2nd phase);
- D3 Čadca, Bukov – Svrčinovec (financed from OPII a CEF);
- D3 Žilina, Strážov – Žilina, Brodno (2nd phase);
- D3 Žilina, Brodno – Kysucké Nové Mesto;
- D3 Kysucké Nové Mesto – Oščadnica.

The concrete list of sections, including construction schedule, is defined in the Strategic Plan.

D4 Motorway

(See Annex 8)

Construction of expressways

With regard to expressways, mainly the preparation of project documentation of R3 and R6 road sections will be preferred from the CF. Prior to the construction of concrete sections, feasibility studies will be conducted, which will assess these corridors in a complex manner (routing options, optimal object composition etc.). These roads are part of the Core TEN-T network and are important to ensure quality cross-border links, in west-east (R6) and north-south (R3) directions.

The MTC SR will pay due attention to ensuring cost effectiveness during the possible construction of new TEN-T expressway sections. Given the current intensity of parallel 1st road sections and the projected development within the area, certain sections will be constructed in half profile.

The construction of roads will have a positive impact on the whole adjacent Danube region and will contribute to the fulfilment of goals of the EU Strategy for the Danube Region[27] (later on just Danube Strategy) mainly the objective "1 Improving mobility and multimodality, 1b Road, rail and air connections". Synergic connections between priority areas of the Danube Strategy and main ESIF programmes are in Chapter 3.1.4 of the PA SR.

B. Construction of intelligent transport systems

[27] On 09 December 2010, the European Commission published the draft Communication on the EU Strategy for the Danube Region (link) and the accompanying working paper – Action Plan of the EU Strategy for the Danube Region. The General Affairs Council approved at its meeting on 13 April 2011 the Council conclusions on the Danube Strategy. The Danube Strategy was approved at the European Council meeting on 24 June 2011. The updated National Position on the EU Strategy for the Danube Region and the proposal for its coordination was approved by Government Resolution No. 229/2011 (link).

In connection with growing traffic and high accident rates, the key problem is the poor level of technological systems for the monitoring of traffic and operating conditions of the road infrastructure. One of the solutions for handling growing traffic and high accident rates is the use of intelligent transport systems and transport telematics. Intelligent transport systems open new possibilities to achieve sustainable mobility, and create the conditions for a quality communication and information society. The European Commission seeks to ensure that EU Member States apply the single intelligent transport system within a horizon of several years, which can be achieved by delivering partial national projects. The EU therefore encourages the Member States to develop intelligent transport systems in mutually compatible applications and to make user information from the different national systems available to the citizens of other EU Member States.

The mission of the MTC SR is to build on OPD activities 2007 - 2013 and support others development of National Traffic Information Centre in Žilina. NTIC represents an operational and information unit for traffic information. The Centre's activities involve collection, processing, and distribution of traffic information. In the support of projects, studies and special events, the Centre also assists in societal, regional, and other locally important information to the travelling public.

Other planned activities comprising the use of transport telematics include the plan to install **transport devices for traffic monitoring and control** on motorways and highways – traffic survey devices with the function of automatic traffic counting and traffic flow analyser, variable traffic signs, devices for operation information, camera systems, control, supervision and communication systems, etc. These devices will serve not only for actual traffic management, but also for data collection, planning and optimisation of future transport demands.

C. Increasing road traffic safety

Road accident rates are mainly influenced by human factors, safety of road vehicles, and by the quality of road networks. As for the development of road accident rates in the period 2005–2011, this period was characterised, in particular, by increased motorisation of road transport, which was accompanied by increased load of the road network and influenced the development of the traffic safety situation.

With regard to Slovakia´s commitments concerning the reduction of the number of fatalities due to road accidents, it can be stated that the set objectives are being continuously accomplished, and the number of fatalities as a result of traffic accidents is declining. The number of fatalities due to road accidents declined from 627 in 2007 to 223 in 2013, which is historically the smallest number of fatalities on Slovak roads and represents 4.1 fatalities per 100 000 persons. **The Ministry seeks to continue implementing measures aimed to reduce the number and severity of traffic accidents and to reduce the number of fatalities by 50% compared to 2010, i.e. below 173.** This aim arises from the National Plan to Increase Road Traffic Safety by 2020[28].

The data on traffic accidents by type of road suggests that motorways and expressways are the safest category of roads. The MTC SR therefore seeks to ensure, through the expansion of motorway and expressway networks, **gradual shift of traffic from lower category roads to infrastructure dimensioned for this purpose in terms of operation and technical parameters.** This would improve traffic safety and traffic flows within the entire road network.

Directive No. 2008/96 of the European Parliament and of the Council on road infrastructure safety management is also intended to contribute to the reduction of accidents on roads. Safety audits and inspections in the SR are conducted pursuant relevant Act and Decrees[29]. Relevant procedures were also defined under the directive to become an important tool for improving road infrastructure safety within the entire project cycle – planning, preparation of project documentation, construction, operation and

[28] Approved by Government Resolution No. 798 of 14 December 2011

[29] Act No. 249/2011 Coll. on Road Safety Management and on changes and amendments to some acts, as amended, and Decree No. 251/2011 Coll. laying down the details of road safety management, and Decree No. 135/2012 Coll. laying down the details of professional training, professional exam and performance of work of road safety auditor, on the entry in the list of road safety auditors and on the entry in the list of training institutions accredited for road safety management.

maintenance of the communication. Execution of safety audit and inspection of projects from PA 2 will be separately monitored by the MA OPII.

As far as improving safety on existing motorways and expressways is concerned, the MTC SR will seek to respond to current road safety issues by **building safe corridors for the migration of animals (ecoducts), constructing fences in critical sections, increasing the capacity of exposed sections, by applying transport telematics, acquisition of diagnostic vehicles and their use in the management system of roads, bridges etc.**

D. Project preparation

The list of works requiring focus was identified in the Strategic Plan. The list contains priorities related to implementation projects during the period 2014 - 2023 and beyond.

Target groups:	- general public
Target areas:	- NUTS 1 (entire territory of the SR)
Beneficiaries:	- Národná diaľničná spoločnosť, a.s. (National Motorway Company, Inc.) - MTC SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.2.2.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported activities, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period 2014 – 2020 and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned road projects/measures from priority axis 2 will respect the requirements of the environmental Regulations and Directives of the European Union, mainly Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.2.2.4 Planned use of financial instrument

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the European Structural and Investment Funds (ESIF), and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments

include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.2.2.5 Planned use of major projects

The list of major projects the co-financing of which from priority axis funds is proposed by the MA OPII is presented in Chapter 12.1. A graphical depiction of the road infrastructure development in Slovakia by means of major project is provided in Annex 7.

2.2.2.6 Output indicators by investment priority and by category of region

Tab. 18 Common and programme-specific output indicators of investment priority 7i)

ID	Output indicator	Measurement unit	Fund	Category of region	Target value (2023)	Source of data	Frequency of reporting
1.	Total length of new roads (within TEN-T)	*km*	*CF*	*N/A*	*111,7*	*MA OPII*	*Annually*

2.2.3 Performance framework of the priority axis

Tab. 19 Performance framework of Priority Axis 2

Indicator type (Key implementation step, financial indicator, output indicator, or result indicator)	ID	Indicator or key implementation step	Measurement unit	Fund	Category of region	Milestone for 2018	Final target (2023)	Source of data	Explanation of relevance of indicator
Output indicator		Total length of new roads within TEN-T	*km*	*CF*	*N/A*	*16,6*	*111,7*	*MA OPII*	*Bearing investment activity within PA2*
Financial indicator		Total amount of eligible expenditure after certified by the Certifying Authority and submitting payment requests to the European Commission	*EUR*	*CF*	*N/A*	*470 441 177*	*1 344 117 648*	*MA OPII*	*Basic financial indicator*

2.2.4 Categories of interventions

Tab. 20

Dimension 1 – Intervention field	
Fund	Cohesion Fund
Category of region	N/A

Priority axis	Code	Amount (EUR)
Priority Axis 2 – Road infrastructure (TEN-T)	028	1 078 554 499
	029	43 945 501
	044	20 000 000

Tab. 21

Dimension 2 – Form of finance		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 2 – Road infrastructure (TEN-T)	01	1 098 554 499
	03	43 945 501

Tab. 22

Dimension 3 – Territory type		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 2 – Road infrastructure (TEN-T)	07	1 142 500 000

Tab. 23

Dimension 4 – Territorial delivery mechanisms		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 2 – Road infrastructure (TEN-T)	07	1 142 500 000

2.2.5 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries

Within the preparation of written calls and project application, the MA OPII can define an obligation to the beneficiaries to earmark a certain amount of eligible project expenditures for ensuring the quality project management. The maximum limit of expenditure and condition of their use will be set in the MA OPII management documentation.

2.3 PRIORITY AXIS 3: PUBLIC PASSENGER TRANSPORT

ID of the priority axis	**3**
Title of the priority axis	Public passenger transport

The entire priority axis will be implemented solely through financial instruments	No
The entire priority axis will be implemented solely through financial instruments set up at Union level	No
The entire priority axis will be implemented through community-led local development	No
For the ESF: The entire priority axis is dedicated to social innovation or transnational cooperation, or both	N/A

2.3.1 Fund, category of region and calculation basis for Union support

Fund	Cohesion Fund
Category of region	N/A
Calculation basis (total eligible expenditure)	EUR 379 235 295
Category of region for outermost regions and northern sparsely populated regions (where applicable)	N/A

2.3.2 INVESTMENT PRIORITY 7ii): Developing and improving environmentally-friendly (including low-noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility

2.3.2.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 3.1: ***Increasing the attractiveness of public passenger transport by modernisation and reconstruction of infrastructure for ITS and urban transport by rail***

The extension of integrated transport systems requires not only the implementation of changes in the organisation and operation of public transport, but also associated transport infrastructure. The actions in the field of urban transport by rail (tram and trolleybus transport) are based on the gaps identified in PPT Strategy.

The support for potential projects will depend on the existence of a comprehensive strategic plan for sustainable transport development in cities and regions (master transport plans, sustainable urban mobility plans).

RESULTS

a) increased attractiveness of public passenger transport;
b) improved quality of services provided in urban mass transport in big agglomerations (time saving, extended service offer, increased comfort and reliability, etc.);
c) improved quality of UPT rolling stock maintenance;
d) infrastructure enabling increased share of public transport passengers in the modal split;
e) reduction of negative environmental impacts (reduced noise load and CO_2, NO_2 and PM_{10} emissions)[30].

[30] After the finalisation of complex strategic plans of sustainable transport in individual cities, or regions, the list of specific result indicators will be supplemented to include indicators quantifying savings in the production of PM_{10} and NO_2.

Tab. 24 Programme-specific result indicators corresponding to specific objective 3.1

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Time saving in public passenger transport	*EUR*	*N/A*	*33 752 086*	*2013*	*19 286 906*	*MA OPII*	*Annually*

SPECIFIC OBJECTIVE 3.2: ***Increasing public passenger transport attractiveness and availability by renewing the rolling stock for urban public transport by rail***

The deployment of low-floor and energy-efficient vehicles in urban public transport will not only increase the accessibility of public transport for disabled passengers, comfort increase, and time saving for passengers, but will also reduce traction electricity consumption and related costs.

The existence of a comprehensive strategic plan for sustainable transport development in individual cities (general of transport, sustainable urban mobility plan) and the implementation of measures to ensure the preference for public transport lines for which they are intended, will be as the condition of support for the recovery of public transport vehicles.

RESULTS

a) increased attractiveness of public passenger transport;
b) improved quality of services provided by urban public transport by rail in large agglomerations (saving of travelling time, extended offer of services, increased comfort and reliability, etc.);
c) increased accessibility of urban public transport vehicles;
d) reduction of negative environmental impacts (reduced noise load, CO_2, NO_2 and PM_{10}[31] emissions, vibrations, etc.) – clean urban public transport;
e) increased share of public passenger transport in the modal split.

Tab. 25 Programme-specific result indicators corresponding to specific objective 3.2

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Number of passengers transported in urban public transport by rail in the cities of Bratislava, Košice, Žilina, Prešov and Banská Bystrica	*Number*	*N/A*	*157 657 489*	*2012*	*200 085 737*	*MA OPII*	*Annually*

2.3.2.2 Description of the type and examples of activities

INVESTMENT PRIORITY 7ii) will be implemented through the following activities:

A. Modernisation and construction of tram and trolleybus lines, including elements for the preference of urban public transport and connections to other types of urban public transport and non-motorised transport;
B. Acquisition of rolling stock for urban public transport by rail (trams and trolleybuses, including vehicles with an auxiliary power unit);
C. Infrastructure construction and modernisation for ITS (modernisation and construction of interchange terminals with interventions in the railway infrastructure);
D. Construction and modernisation of the technical base for repairs and maintenance of public urban transport rail vehicles;
E. Project preparation.

[31] After the finalisation of complex strategic plans of sustainable transport in individual cities, or regions, the list of specific result indicators will be supplemented to include indicators quantifying savings in the production of PM_{10} and NO_2.

A. Modernisation and construction of tram and trolleybus lines, including elements for the preference of urban public transport and connections to other types of urban public transport and non-motorised transport

In the context of ever-increasing transport demands of the population and the growth of individual car transport, it is necessary to implement fundamental system measures to support the development of environmentally friendly modes of transport. Large agglomerations suffer most from traffic congestion and poor air quality, and are exposed to excessive levels of noise and vibration. The elimination of negative effects from transport in cities and regions can be achieved by implementing the measures defined in strategic documents of MTC SR, Programmes and Action Plans for improvement of air quality[32], or SUMPS (where they exist).

The major weakness of public passenger transport in Slovakia is the absence of functional integrated transport systems optimised to the given agglomerations in terms of infrastructure and operation. The reason should be sought, in particular, in the setup of the system of transport contracting and organisation and the resulting way of ensuring transport in public interest. At present, regional rail transport is contracted by the MTC SR, suburban bus services are purchased by higher territorial units, and urban public transport services are contracted by towns, without any links and coordination between the different modes of transport.

Current railway transport disposes of sufficient capacity to meet the present and projected traffic demands within the entire ŽSR network.

The infrastructure problems identified in regional passenger rail transport include, in particular, poorly maintained and abandoned railway stations and stops, including interchanges, tariff points deployed at places which do not correspond to the recent development of settlements, and low operating speeds on prospective lines suitable for taking over the scheduled transport services of the area (limited line speed, transition and spot limits).

Suburban and regional bus service suffers from loss of passengers due to their low competitiveness compared to individual car transport. At the same time, carriers´ costs increased due to, for example, the need to renew their vehicle fleets. The lack of harmonisation and integration of regional transport with other modes of public passenger transport leads to inefficient transport service and high operating costs, and part of the cost is spent on transportation competitive to passenger rail transport. The coordination of rail and bus services often lack adequate interchange points between two modes of transport, modern communication facilities between vehicles and dispatch centres, and other transport system integration elements.

In addition to improper organisation, another shortcoming in bus transport is the low quality of bus stops, small scope of auxiliary services, and absence of related infrastructure – park and ride, and parking areas for bicycles and motorcycles, as well as missing connecting infrastructure for ecological types of transport (e.g. cycling routes, cycling paths) that would provide for better accessibility of public passenger transport stops.

The problem area of urban public transport (UPT) is the underfinancing of urban transport companies and, hence, the poor condition of tramway tracks, trolleybus lines and sub-stations, obsolete vehicle fleet with a high number of defects and failures, and a low percentage of low-floor electric traction vehicles. Majority of operated trams and trolleybuses are not equipped with modern electric traction equipment allowing recovery of electrical energy, and thus do not achieve adequate performance efficiency.

Public passenger transport also suffers from the low preference of transport service vehicles (lack of prioritisation at crossroads and dedicated lanes), low awareness of the travelling public due to the absence of modern technology, outdated infrastructure of the travelling public´s background, etc.

[32] §11 a 12 of Act No. 137/2010 Coll. on Air, as amended

The vision of the development PPT Strategy is, in particular, to reverse the current adverse development in the modal split in passenger transport. The aim is to create the conditions for sustainable regional and urban mobility through systemic integration of the different transport systems, their better organisation, and facilities.

Since UPT in Slovakia is provided in various forms, especially with respect to types of transport, the organisation of contracting, and sources of financing, the MTC SR intends to incorporate in the funds utilisation system only those cities where transport by rail forms part of the urban public transport system or where urban UPT is secured by specialised transport companies 100% owned by the city. These conditions are met by the cities of **Bratislava, Košice, Prešov, Žilina, and Banská Bystrica**.

The priority axis creates the conditions for increasing the attractiveness of public passenger transport and for the switch of passengers from individual car transport to more cost-effective mass systems. The delivery of investment priorities under this priority axis will not only contribute to the accomplishment of the specific objective aimed at increasing the attractiveness of public passenger transport, but will also create the conditions for maintaining the share of public passenger transport in the modal split and for its growth, and will contribute to the enhancement of environmental performance, energy efficiency and accessibility of public passenger transport.

Based on experience obtained upon the implementation of actions aimed to improve public passenger transport during the programming period 2007–2013 and in order to follow up on these actions, **investments with the following focus** will be preferred as principal intervention fields:

- construction and modernisation of integrated transport system infrastructure;
- construction and modernisation of urban transport lines by rail;
- renewal and modernisation of the rolling stock of urban transport by rail.

Based on the proposed structure of the OPs of the Slovak Republic for the period 2014 - 2020, the OPII actions related to the support of public passenger transport will be complemented also from other sources. **The OPII funds will be used to primarily deliver major projects co-financed by the CF with crucial and systemic impacts on the functioning of public passenger transport in Slovakia.**

The priority axis activities are complementary to the activities under Priority Axis 1 of IROP. While the OPII, with regard to the enhancement of urban and regional mobility, targets transport by rail, which is most demanding in terms of investments, the IROP focuses on support activities and soft measures, including other more environmentally friendly modes of transport. More detailed information on the dividing lines and on the opportunities for cooperation between the OPII and the IROP is provided in Chapter 8.1.

The accomplishment of these objectives requires not only the implementation of actions under the OPII and IROP, but also related organisational and operational measures under the PPT Strategy.

All projects of urban rail transport in Bratislava will be technically performed as standard tram line with 1 000 mm gauge without future possibility to transform it into 1 435 mm gauge.

The current status and objectives planned in the development of transport infrastructure for public transport for selected cities is provided in Annex 6.

B. Acquisition of rolling stock for urban public transport by rail (trams and trolleybuses, including vehicles with an auxiliary power unit)

Renewal of the rolling stock for UPT by rail in Bratislava

With regard to the assessment of the vehicle fleet of UPT by rail in Bratislava in terms of accessibility of vehicles, their energy efficiency, and physical and moral obsolescence, it should be noted that in the most cases they fail to meet the quality parameters and standards of UPT operation. Hence, one of the objectives of the strategy for the support of public passenger transport in Bratislava is the **acquisition of modern low-floor trams and trolleybuses (including trolleybuses with an auxiliary power unit) with low energy demands.** The project of renewal of trolleybuses would thus solve the current problem

of expansion of the trolleybus transport network without acquiring new vehicles. These two projects also relate to the modernisation of the maintenance facilities to ensure proper maintenance of modern vehicles.

Summary of planned actions concerning the acquisition of rolling stock for UPT by rail:

- *renewal of the vehicle fleet for urban public transport by rail (trams, trolleybuses).*

Renewal of the rolling stock for UPT by rail in Košice

For similar reasons and pursing the same objectives as in Bratislava, Košice also plans to support the renewal of vehicles of UPT by rail by **purchasing modern low-floor trams with low energy demands.** The project will follow up on the activities of the programming period 2007 - 2013 during which Košice acquired 28 new trams. This project also relates to the modernisation of the maintenance facilities to ensure proper maintenance of modern vehicles.

Summary of planned actions concerning the acquisition of rolling stock for UPT by rail

- *renewal of the vehicle fleet for urban public transport by rail (trams).*

Renewal of the rolling stock for UPT by rail in Prešov

Although Prešov renews its vehicle fleet on a continuous basis, it does not dispose of any trolleybuses with an auxiliary power unit or dual buses. This causes operation problems in the event of trolleybus network closures and the need to operate end locations within the city by less ecological bus transport. These problems can be eliminated by **acquiring new low-floor trolleybuses with an auxiliary power unit and low energy demands.**

Summary of planned actions concerning the acquisition of rolling stock for UPT by rail:

- *renewal of the vehicle fleet for urban public transport by rail (trolleybuses).*

Renewal of the rolling stock for UPT by rail in Žilina

Similar to Prešov, trolleybus transport in Žilina forms the core transport system and prevails over public bus transport in terms of transport volumes. This is accompanied by operation problems, as it is problematic to solve network lock-outs, traction line failures or extraordinary events given the absence of trolleybuses with an auxiliary power unit. Moreover, the trolleybus fleet is highly obsolete. It is therefore proposed to **acquire modern low-floor trolleybuses (including trolleybuses with an auxiliary power unit) with low energy demands.**

Summary of planned actions concerning the acquisition of rolling stock for UPT by rail:

- *renewal of the vehicle fleet for urban public transport by rail (trolleybuses).*

Support of public passenger transport in the City of Banská Bystrica

Trolleybus transport forms a significant part of the urban public transport in Banská Bystrica, but its share in total transport is lower compared to bus transport. This form of transport can be developed by expanding the trolleybus network and/or by interconnecting the existing sections, thus achieving a larger share of this ecological mode of transport to public transport in UPT and related acquisition of additional trolleybuses. The plans related to trolleybus transport development must be confirmed by local strategic documents, including assessment of their sustainability.

Summary of planned actions concerning the acquisition of rolling stock for UPT by rail:

- *renewal of the vehicle fleet for urban public transport by rail (trolleybuses).*

C. Infrastructure construction and modernisation for ITS (modernisation and construction of interchange terminals with interventions in the railway infrastructure)

The poor condition of interchange points negatively influences the plans for a more efficient transport organisation, as the complicated nature of interchanges and the low attractiveness of transfer points gives rise to concerns about losing existing customers in PPT instead of acquiring new ones. Interventions in transfer terminals for the ITS therefore seek to create the conditions for introducing a more effective organisation of PPT.

The construction of passenger transport terminals also seeks to optimise the number and location of interchanges within the public passenger transport network, thereby creating the conditions for effectively meeting the transport demands of the population. Such incentives for future users would bring time and cost savings. Interchanges will be constructed in close relation to the modernisation of transport infrastructure and rolling stock renewal. OPII funds are planned to be used for interventions in the railway infrastructure in Regions of Bratislava and Košice.

The number, location and technical designs of terminals will be based on the results of transport service plans. These terminals will aim to divert commuter traffic from individual transport to rail transport, and to take over traffic from overloaded public road transport lines – buses – to high-capacity rail transport. The building design and the technical facilities of the terminals are expected to ensure smooth transfers.

D. Construction and modernisation of the technical base for repairs and maintenance of public urban transport rail vehicles

The renewal of vehicle fleet of UPT by rail, i.e. the acquisition of new trams and trolleybuses gives rise to specific requirements for their future maintenance and repairs, accompanied by the need to build up a new or to modernise the existing maintenance base which currently fails to meet the requirements for the maintenance and repairs of new vehicles in terms of technical design and capacity.

In addition to the unsatisfactory transport infrastructure, the current situation of urban public transport is characterised by low quality of services due to the poor technical condition of UPT vehicles. Unless proper measures are taken, this condition indicates further reduction in the demand for the use of public transport services, which would in turn lead to a further gradual reduction of UPT service volumes and an increased share of individual car transport.

The current technical background fails to meet the requirements for the maintenance and repair of modern vehicles. The maintenance base projects therefore seek to create suitable technical conditions for the maintenance and repair of new low-floor vehicles to ensure that they are fully operational. The upgraded maintenance base will continue to serve for the maintenance and repairs of currently operated vehicles.

The main objective of the construction and upgrade of the technical base is to enhance the growth of public passenger transport by rail through increased demand of satisfied customers for quality service in modernised vehicles. The construction and modernisation of the maintenance base (in synergy with projects seeking to renew vehicle fleets and to construct and modernise the infrastructure for urban public transport by rail) will help to enhance the quality of services offered by the UPT, improve travelling culture and comfort in public transport services, increase its reliability and safety, and stimulate the growth of demand for urban public transport services. This will create the basic prerequisites for increasing the share of ecological urban public transport by rail as a basis for the future transport systems of agglomerations.

E. Project preparation

The current state of investment project preparation can be characterised as a cross-sectional problem of systemic nature. Due attention and funds will therefore be devoted to pre-project and project preparation.

Target groups:	- general public
Target areas:	- NUTS 1 (entire territory of the SR)

Beneficiaries:	- Dopravný podnik Bratislava, a. s. (Transport Company Bratislava) - Dopravný podnik mesta Košice, a. s. (Transport Company of the City of Košice) - Dopravný podnik mesta Prešov, a. s. (Transport Company of the City of Prešov) - Dopravný podnik mesta Žiliny s. r. o. (Transport Company of the City of Žilina) - Capital City of the SR Bratislava - City of Košice - City of Prešov - City of Žilina - City of Banská Bystrica - Železnice Slovenskej republiky (Railways of the Slovak Republic) - MTC SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.3.2.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported activities, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned projects/ measures from priority axis 3 will respect the requirements of the environmental Regulations and Directives of the European Union, mainly Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.3.2.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital

contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex-ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.3.2.5 Planned use of major projects

The list of major projects the co-financing of which from priority axis funds is proposed by the MA OPII is presented in Chapter 12.1.

2.3.2.6 Output indicators by investment priority and by category of region

Tab. 26 Common and programme-specific output indicators of investment priority 7ii)

ID	Indicator	Measurement unit	Fund	Category of region	Target value (2023)	Source of data	Frequency of reporting
1.	Total length of new or modernised tram or metro lines	*km*	*CF*	*N/A*	*18,5*	*MA OPII*	*Annually*
2.	Number of new passenger transport terminals	*number*	*CF*	*N/A*	*8*	*MA OPII*	*Annually*
3.	Number of renewed rolling stock units in urban public transport (trams, trolleybuses) Also suitable for passengers with limited mobility	*number*	*CF*	*N/A*	*78*	*MA OPII*	*Annually*

2.3.3 Performance framework of the priority axis

Tab. 27 Performance framework of Priority Axis 3

Indicator type (Key implementation step, financial indicator, output indicator, or result indicator)	ID	Indicator or key implementation step	Measurement unit	Fund	Category of region	Milestone for 2018	Final target (2023)	Source of data	Explanation of relevance of indicator
Output indicator		Total length of new or modernised tram or metro lines	*km*	*CF*	*N/A*	*7,9*	*18,5*	*MA OPII*	*Bearing investment activity within PA3*
Financial indicator		Total amount of eligible expenditure after certified by the Certifying Authority and submitting payment requests to the European Commission	*EUR*	*CF*	*N/A*	*113 770 589*	*379 235 295*	*MA OPII*	*Basic financial indicator*

2.3.4 Categories of intervention

Tab. 28

Dimension 1 – Intervention field		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 3 – Public passenger transport	026	20 000 000
	043	302 350 000

Tab. 29

Dimension 2 – Form of finance		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 3 – Public passenger transport	01	322 350 000

Tab. 30

Dimension 3 – Territory type		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 3 – Public passenger transport	01	292 350 000
	02	30 000 000

Tab. 31

Dimension 4 – Territorial delivery mechanisms		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 3 – Public passenger transport	07	322 350 000

2.3.5 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries

Within the preparation of written calls and project application, the MA OPII can define an obligation to the beneficiaries to earmark a certain amount of eligible project expenditures for ensuring the quality project management. The maximum limit of expenditure and condition of their use will be set in the MA OPII management documentation.

2.4 PRIORITY AXIS 4: WATERWAY TRANSPORT INFRASTRUCTURE (TEN-T CORE)

ID of the priority axis	**4**
Title of the priority axis	Waterway transport infrastructure (TEN-T CORE)

The entire priority axis will be implemented solely through financial instruments	No
The entire priority axis will be implemented solely through financial instruments set up at Union level	No
The entire priority axis will be implemented through community-led local development	No
For the ESF: The entire priority axis is dedicated to social innovation or transnational cooperation, or both	N/A

2.4.1 Fund, category of region and calculation basis for Union support

Fund	Cohesion Fund
Category of region	N/A
Calculation basis (total eligible expenditure)	EUR 137 000 000
Category of region for outermost regions and northern sparsely populated regions (where applicable)	N/A

2.4.2 INVESTMENT PRIORITY 7i): Supporting a multi-modal Single European Transport Area by investing in the TEN-T

2.4.2.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 4.1: ***Improving the quality of services provided ~~by the public port in Bratislava~~on the Danube waterway***

In the area of water transport development, the Strategic Plan defines the vision of a "safe and integrated infrastructure and operations waterway". To achieve this vision, the strategic objectives were defined in the OPII, which are aimed at "the development, modernization and reconstruction of waterway infrastructure" and "maintenance, renewal, modernization and development of public ports". The activities proposed by the MA OPII will significantly contribute to the accomplishment of this vision.

According to the international classification of inland waterways, Danube as a waterway of international importance is expected to ensure some traffic performance for a minimum of 300 days a year according to the criteria of the UN European Economic Commission and the Danube Commission. The current navigability rate of the Danube with an average draft of vessels of 19 dm is around 60% of the annual shipping operation.

The actions under this specific objective will primarily target **pre-project preparation**, development of appropriate **feasibility studies, and the preparation of the different stages of project documentation. When it comes to preparation of detailed project documentation of projects aimed at improving navigability on the Danube waterway, or implementation activities. T~~t~~hese will only be possible, provided, that compliance with appropriate legal acts of the EU is ensured, mainly the Habitats Directive and Water Framework Directive and that the most environmentally suitable option is selected based on analysis. In the case of activities of modernisation and construction of the public ports of Bratislava and Komárno, realisation is also envisaged, provided the fulfilment of conditions of state aid.**

The potential implementation of investment activities will have a positive impact on the entire adjacent Danube region, and will contribute to the objectives of the Danube Strategy, primarily for the fulfilment of objective "1 Improving mobility and multimodality, 1a Inland Waterways".

Intended projects of priority axis 4 have the potential to contribute to four main objectives of priority area 1a of EUSDR, namely:

1. Increase of freight transport by river by 20% by 2020 compared to 2010,
2. Solve navigability obstacles while taking account of specific characteristics individual sections of the Danube,
3. Develop effective multimodal terminals on Danube ports,
4. Implement harmonised River Information Systems on Danube.

All projects in PA 4 are fully in line with objectives of EUSDR. Priority will be given to ecological approach to achieving these objectives. Improving navigability of the Danube waterway will support an increase in freight and passenger ship transport, which will in turn support demand for services of ports on the Danube as a whole.

RESULTS

a) improved quality of public services provided in the ports of Bratislava and Komárno;
b) enhanced water transport safety;
c) reduction of negative environmental impacts (reduction of CO_2, NO_2 a PM_{10} emissions and improving the management system with waste, fuelling and operational materials)[33];
d) creating the conditions for the elimination of major bottlenecks within the TEN-T water transport infrastructure;
e) creating the conditions for increasing the share of waterway transport in the modal split.

Tab. 32 Programme-specific result indicators corresponding to specific objective 4.1

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Freight transport volume in the public port of Bratislava	´000 tons	N/A	2 078	2013	3 000	Public Ports	Annually

2.4.2.2 Description of the type and examples of activities

INVESTMENT PRIORITY 7i) will be implemented through the following activities:

A. Improving ~~Feasibility study aimed to improve~~ the navigability of the Danube waterway;
B. Modernising~~ing~~ and constructing the public ~~port~~ports in Bratislava and Komárno;
C. Implementing modern technologies in ship and port operation management and related technical measures;
~~C.~~D. Introduction of regular passenger shipping on the Danube (Dunajbus)
~~D.~~E. Pre-investment and project preparation.

A. Feasibility study aimed to improve the navigability of the Danube waterway

The modernisation and development of existing waterways are expected to reach the required traffic criteria, eliminate bottlenecks (navigational obstacles) to meet the fairway parameters which are recommended~~binding for Slovakia~~, and ensure guaranteed conditions for navigation on waterways. The technical design ensuring navigability will be subject to a feasibility study which will pay close attention to economic efficiency and environmental acceptability. **All activities related to securing feasibility studies related to measures on the Danube waterway will be consulted with ~~appropriate~~ EC~~COM Directorates~~. The results of the studies will respect the appropriate European legislation, mainly Directive 2000/60/ES, which establishes the framework for**

[33] After the finalisation of feasibility studies and establishment of the realisation variants of projects the list of specific result indicators will be supplemented to include emission production savings PM_{10} and NO_2.

Community measures in the area of water economy. Feasibility studies should assess all technical measures with emphasis on art. 4.7 of the Directive. The results of the feasibility studies will be consulted with JASPERS. In case of a negative opinion of the EC on the results of feasibility studies, the construction of the infrastructure in question will not be financed from OPII.

~~**In case of COM approval, project documentation for ÚPD, DÚR, ÚR, DSP, SP can be financed.**~~

In 2013, works on the paper "The Case of Danube Axis – the Port Cities of Bratislava, Komárno and Štúrovo" were completed. This paper is the result of a research conducted by the Organisation for Economic Cooperation and Development (OECD) and of multi-sectorial cooperation (MTC, Government Office of the SR, Ministry of Environment of the SR and Ministry of Foreign and European Affairs of the SR). It identifies the current and potential impacts on port cities and regions along the Danube River, and highlights the possibilities for the development of multi-modal transport infrastructure with inland waterway transport. This research study also highlights the need for better use of waterways as an economically and environmentally preferred mode of transport. The document is available in the OECD database for the global business community in order to promote economic cooperation and investment development in waterways transport with ports on the Danube River.

B. Modernising and constructing the public ports in Bratislava and Komárno

Interventions in the modernisation and development of public ports infrastructure will mainly aim **to improve the condition and the construction of new port infrastructure in order to create the conditions for the growth of waterway transport along with establishing liberal business conditions and modernisation of the port infrastructure on the Danube. The aim is also to increase the existing level of safety and security in public ports.**

The MTC SR expects that the interventions in the ports infrastructure will improve the services provided on the basis of the non-discrimination principle in public ports and the extension of their scope. The extent of modernisation and ~~of public port~~ construction of public ports ~~in Bratislava~~ will depend on the results of feasibility studies.

These conditions are active tools to support the entry of major goods operators in the market and to acquire new goods flows with the aim to develop mobility and promote the economic development of the country and regions. The technical solutions of project plans will be subject to relevant feasibility studies. A comprehensive analysis of the possibilities of public ports development in the context of state aid will also be performed. In the context of the potential contribution of investment in air quality, it is desirable that investments are linked to the PUMM and air quality plans.

Building on the existing security and safety situation in public ports, it is desirable to take the appropriate steps (introduction of a port monitoring system) to ensure the rapid identification of emergency situations and shortening the response time of rescue and intervention units. At the same time, it is necessary to ensure the implementation of the corresponding emergency measures that would ensure the minimization of damage and rescue of persons in case of emergency situations. The implementation of these measures concerns both public ports (Bratislava, Komárno).

Interventions in the public port of Bratislava will also aim to support the development of alternative fuels leading to the greening of water transport in accordance with EC recommendations (construction of the LNG terminal), ensuring conditions for ecological refilling of operating liquids to vessels and efficient management of operating wastes generated in water transport and their disposal (building facilities for vessels).

Despite the fact that the status of the public port in Bratislava as the main port of the Slovak Republic remains unquestionable and its modernization is one of the main priorities within the inland waterway transport, the aim of the Ministry of Transport is to direct resources also to modernize the public port of Komárno. The public port of Komárno is the second largest port of the SR located on the confluence of the Váh River and the international Danube waterway, which is part of the TEN-T Rhine-Danube corridor. The public port of Komárno plays an important role in the transport of goods coming from Žitný ostrov.

A feasibility study will therefore be funded from the CEF that will elaborate on the conclusions and recommendations of the Masterplan of Komárno in more detail and consider alternatives to port modernization. Building on the development possibilities of the public port, it is also envisaged to procure the project documentation needed to define the scope and manner of its modernization, as well as the modernization of the port infrastructure itself.

C. Implementing modern technologies in ship and port operation management and related technical measures

~~***C.***~~

The construction of waterways and port infrastructure will be accompanied by the introduction of new technologies in shipping and port operation control~~.~~ as well as the modernization of navigation signs on the Slovak section of the international waterway Danube The application of river information systems (RIS) and related technical measures will allow for increased infrastructure capacity, optimum use of the existing infrastructure, increased safety of ship and port operations. If a feasibility study proves the need, the resources of the priority axis can also be used to procure staking vessels for the service of the Slovak Danube waterway section.

D. Introduction of regular passenger shipping on the Danube (Dunajbus)

The subject of the activity is the realization of a comprehensive plan to build a system of regular passenger shipping on the Danube waterway in the section Šamorín - Bratislava. Priority axis resources will be channeled primarily to the feasibility study to demonstrate the potential of introducing regular passenger shipping in the Bratislava agglomeration and, if justified, to acquire project documentation and ensure physical implementation. The implementation phase of the project is expected to require, in particular, the construction of anchors for vessels, Park & Ride parking lots and sea walls for anchors protection, as well as the purchase of the vessels themselves, which will provide passenger transport. In particular, the aim of the activity is to use inland waterways as a means of improving the traffic service of the Bratislava agglomeration. **The results of the feasibility study will be consulted with JASPERS. In the event of a negative opinion of the EC on the results of the feasibility study, the construction of the infrastructure in question or the purchase of vessels will not be financed from OPII. In case of disagreement of the EC with the results of the study, the relevant projects must be removed from the OPII during the subsequent revision. MA of the OPII is obliged to provide JASPERS and the EC with sufficient assurance for other aspects of the project before submitting projects based on the feasibility study for OPII funding. In particular, it is the submission of a project's sustainability assessment, the demonstration of complete resolution of state aid issues and the proper establishment of a public service, or demonstration that the project beneficiary has sufficient capacity to implement the project.**

E. Pre-investment and project preparation

The current state of preparation of waterway infrastructure projects can be characterised as the worst one from all priority axes, as this sector enters in the programming period 2014 - 2020 without any prepared projects. **The ensuring of pre-investment and project preparation will therefore be one of the main priorities of the priority axis.**

Target groups:	- general public - carriers and operators in the field of water transport
Target areas:	- Regions of Bratislava, Trnava and Nitra
Beneficiaries:	~~- Waterborne Transport Development Agency~~ - Verejné prístavy, a. s. (Public Ports Company) - Slovenský vodohospodársky podnik, štátny podnik (Slovak Water Management Enterprise, state enterprise) - Vodohospodárska výstavba, štátny podnik - Slovenská technická univerzita v Bratislave - Pro-Danubia – Združenie obcí pre miestnu dopravu po Dunaji

	- Dopravný úrad - MTC SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.4.2.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported activities, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period 2014 – 2020 and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned projects and project intents from the priority axis 4 will respect the requirements of the Regulations and Directives of the European Union, mainly Directive of the European Parliament and Council No. 2000/60 / EC from 23rd of October 2000, establishing a framework for Community action in the field of water policy (mainly art. 4.7); Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora (mainly art. 6.3); Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.4.2.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.4.2.5 Planned use of major projects

The list of major projects the co-financing of which from priority axis funds is proposed by the MA for OPII is presented in Chapter 12.1.

2.4.2.6 Output indicators by investment priority and by category of region

Tab. 33 Common and programme-specific output indicators of investment priority 7i)

ID	Output indicator	Measurement unit	Fund	Category of region	Target value (2023)	Source of data	Frequency of reporting
1.	Number of modernised public ports within the TEN-T network	*Number*	*CF*	*N/A*	*1*	*MA OPII*	*Annually*
2.	Number of feasibility studies (in connection with the development of TEN-T CORE ports and waterways)	*Number*	*CF*	*N/A*	*3*	*MA OPII*	*Annually*

2.4.3 Performance framework of the priority axis

Tab. 34 Performance framework of Priority Axis 4

Indicator type (Key implementation step, financial indicator, output indicator, or result indicator)	ID	Indicator or key implementation step	Measurement unit	Fund	Category of region	Milestone for 2018	Final target (2023)	Source of data	Explanation of relevance of indicator
Implementation step		Number of public procurements published in line with developed feasibility studies for the port of Bratislava	*Number*	*CF*	*N/A*	*2*	*2*	*MA OPII*	*Important implementation step*
Output indicator		Number of modernised public ports on TEN-T network	*Number*	*CF*	*N/A*	*0*	*1*	*MA OPII*	*Bearing investment activity within PA4*
Financial indicator		Total amount of eligible expenditure after certified by the Certifying Authority and submitting payment requests to the European Commission	*EUR*	*CF*	*N/A*	*13 700 000*	*137 000 000*	*MA OPII*	*Basic financial indicator*

2.4.4 Categories of intervention

Tab. 35

Dimension 1 – Intervention field		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**

Priority Axis 4 – Waterway transport infrastructure (TEN-T CORE)	041	116 450 000

Tab. 36

Dimension 2 – Form of finance		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 4 – Waterway transport infrastructure (TEN-T CORE)	01	112 956 500
	03	3 493 500

Tab. 37

Dimension 3 – Territory type		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 4 – Waterway transport infrastructure (TEN-T CORE)	07	116 450 000

Tab. 38

Dimension 4 – Territorial delivery mechanisms		
Fund	Cohesion Fund	
Category of region	N/A	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 4 – Waterway transport infrastructure (TEN-T CORE)	07	116 450 000

2.4.5 Summary of the planned use of technical assistance, including actions to enhance the administrative capacity of authorities involved in the management and control of the programme and beneficiaries (if applicable)

Within the preparation of written calls and project application, the MA OPII can define an obligation to the beneficiaries to earmark a certain amount of eligible project expenditures for ensuring the quality project management. The maximum limit of expenditure and condition of their use will be set in the MA OPII management documentation.

2.5 PRIORITY AXIS 5: RAILWAY INFRASTRUCTURE AND RENEWAL OF ROLLING STOCK

ID of the priority axis	**5**
Title of the priority axis	Railway infrastructure and renewal of rolling stock

The entire priority axis will be implemented solely through financial instruments	No
The entire priority axis will be implemented exclusively through financial instruments set up at Union level	No
The entire priority axis will be implemented through community-led local development	No
For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both	N/A

2.5.1 Fund, category of region and calculation basis for Union support

Fund	ERDF
Category of region	Less developed
Calculation basis (total eligible expenditure)	EUR 332 037 915
Category of region for outermost regions and northern sparsely populated regions (where applicable)	N/A

2.5.2 INVESTMENT PRIORITY 7d): Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures

2.5.2.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 5.1: ***Removing of key bottlenecks on rail infrastructure through modernisation and development of rail-lines and related structures with major importance in terms of international and national transport***

The railway infrastructure in Slovakia can be characterised as a network with sufficient density, but its parameters fail to meet the current European standards, which limits the network interoperability, has negative environmental impacts, and reduces its attractiveness from the point of view of public passenger transport due to low comfort for passengers. Progress in this area depends on the modernisation of rail-lines by means of their renovation or by electrification of designated rail-line sections, as well as on the modernisation of related structures. This specific objective will seek to support actions aimed to modernize railway lines reduce security risks associated with rail transport – the elimination of level crossing with the road infrastructure, modernisation of rail crossings, and actions aimed to modernise interchange terminals in passenger rail transport and their links to the road network, the building of new rail stops, etc.

Specific objective 5.1 complies with the strategic objective "Modernising and developing railway transport routes where reasonable", as defined in the Strategic Plan, and places emphasis on the need to modernise the axes with high demand for passenger or freight rail transport. Under this specific objective, modernisation will target rail-line axes on TEN-T network and outside.

The supported actions will contribute to higher attractiveness of rail transport, environmental impacts reduction, smaller dependence on oil products, and enhanced rail transport safety.

The principles of sustainable rail transport development represent a basic prerequisite for rail transport becoming the leader of a sustainable transport system, meeting the high demands of society for the future of transport and without threatening the quality of the environment.

Sustainable development means that the plans for current and future transport service demands will form the basis for a sustainable process of construction, for the modernisation and renovation of the railway infrastructure, the development of corridors, better links to regional and urban transport, and the process

of renovation and subsequent maintenance of rolling stock and technologies ensuring safe, reliable and quality operation of trains. Procurement of new rolling stock must be linked to improvement of railway infrastructure and the parameters of the rolling stock must be compatible with the parameters of transport infrastructure, in order to ensure mutual compatibility and synergistic effects of investments.

In spite of the fact that rail transport is considered leader with regard to transport sustainability, there is still space for reducing negative impacts on the health and safety of people and on the environment. The areas where targeted efforts are needed include, in particular, climate change (including energy consumption), noise and vibrations, waste management, sustainable production and consumption, emission of air pollutants, and protection of biodiversity and natural resources.

RESULTS

a) improved technical parameters of the railway infrastructure in designated sections;
b) the removal of key bottlenecks on rail infrastructure
c) increased share of electrified rail-lines;
d) less fatalities at rail crossings;
e) reduced negative environmental impacts (reduced noise load and CO_2, NO_2 and PM_{10} emissions);
f) increased comfort of end users and of the attractiveness of rail transport within regions;
g) creation of the prerequisites to increase the competitiveness of regions, people´s mobility and the potential for employment growth.

Tab. 39 Programme-specific result indicators corresponding to specific objective 5.1

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Time saving in rail transport	EUR	*Less developed*	1 870 908	2013	1 558 999	MA OPII	Annually
2.	Rate of electrification of railway lines	%	*Less developed*	44,06	2013	45,57	MA OPII	Annually
3.	Savings in production of PM_{10} emissions (due to the electrification of rail lines)	*tons*	*Less developed*	3,4	*2013*	0	MA OPII	Annually
4.	Savings in production of NO_2 emissions (due to the electrification of rail lines)	*tons*	*Less developed*	42,74	*2013*	0	MA OPII	Annually

SPECIFIC OBJECTIVE 5.2: ***Improving the technical conditions for the operation of international rail services through the implementation of selected elements of the TSI on the most important routes for international traffic.***

The existence of mutually incompatible railway systems used in EU countries constrains the performance, flow, and quality of rail traffic (especially with regard to cross-border traffic), reduces the competitive position of railways on the transport market, and is one of the obstacles to building a single EU market.

The current railway infrastructure of the SR is technically and technologically highly obsolete, and fails to meet the growing quality requirements for rail transport, the technical specifications of interoperability, and the respective UIC decrees, which limits its integration in the European railway

system and contributes to a continuing decline of the share of railway transport in the transport market in favour of increased road transport.

One of the priorities of the Strategic Plan related to the promotion of a modern and safe railway infrastructure is to ensure operability and to enhance rail transport safety and reliability. The limiting factor to the development and modernisation of a complex, interoperable railway network, especially at present, is the current low level of safety systems and non-compliant track circuits. For principal railway corridors or integrated line sections which have already undergone modernisation or where no coherent modernisation is planned from a medium-term perspective, it is suitable to ensure, in addition to the elimination of bottlenecks, interoperability elements and telematics applications for the operation of international passenger and freight trains. This activity aims to support the implementation of traffic control systems in line with the respective EU decisions and national plans in order to improve the interoperability of railway systems. As of 31 December 2013, approx. 92 km of rail-lines within the Slovak railway network were equipped with the ERTMS system,[34] which represents 13.1% of the total length of rail-lines included in the TEN-T core network, or 6.5% of the total length of the entire TEN-T network. **Due to the need to increase the interoperability of rail-lines which are important in terms of international transport, the actions under this specific objective will primarily focus on deploying the ERTMS system, i.e. on the installation of the ETCS safety system and GSM-R communication system.**

RESULTS

a) meeting the commitments arising from Commission Decision No. 2012/88/EU of 25 January 2012 on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system, Commission Regulation No. 454/2011/EU of 05 May 2011, and Regulation No. 62/2006/EC of 23 December 2005 concerning the technical specification for interoperability relating to telematics applications;
b) increased rail transport safety.

Tab. 40 Programme-specific result indicators corresponding to specific objective 5.2

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	The total volume of international traffic on the TEN-T corridor, section Bratislava – Nové Zámky – Štúrovo / Komárno – state border SR/HU	t/km	*Less developed*	748 518	2013	796 973	MA OPII	Annually

SPECIFIC OJECTIVE 5.3: Increasing the attractiveness and quality of services in railway public passenger transport through renewal of the rolling stock

SO 5.3 complements in synergy the objectives set for infrastructure and activities aimed at modernizing the rolling stock park within priority axis 1. The synergic effect of the results of infrastructure and operational measures is the possible multiplication of positive effects and increased attractiveness of rail transport.

An important part of creating a comprehensive, quality and interoperable rail system is also the renewal of the railway public passenger rolling stock. By restoring (primarily by purchasing new) rollig stock of rail public passenger transport and ensuring their interoperability will increase the comfort, safety and quality of rail transport from the end user perspective.

Achieving a quality and competitive rail passenger transport as a strategic objective of rail transport defined in the Strategic Plan is conditioned by the creation of a sufficiently high-quality and attractive

[34] Bratislava Rača – Nové Mesto nad Váhom section with ETCS L1 system.

railway passenger transport system. One of the priorities of this objective is to ensure comfortable passenger transport, where particular emphasis will be placed on the essential improvement of passenger transport parameters significantly improving passenger perception of rail transport.

The purchase of new rolling stock must be linked to the improvement of the railway infrastructure and the parameters of the rolling stock must correspond to the parameters of the transport infrastructure in order to ensure mutual compatibility and synergy effects of the investments.

If rail passenger transport offers transport of comparable quality to other modes of transport and at a frequency that corresponds to the transport demand from the traveling public, efforts to integrate public passenger transport can be successful. The Strategic Plan has identified the benefits of potential integration and gradual harmonization of transport by eliminating parallel rail and bus connections that cause inefficient public spending.

Measures relating to the public service will be implemented in accordance with the requirements of the Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70 and Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail.

RESULTS

a) increasing the attractiveness of public passenger transport by procuring new means of providing public rail passenger transport,
b) promoting the stabilization of public services,
c) the reduction of noise and CO_2, NO_2 and PM_{10} emissions resulting from the operation of rail public passenger transport.

Tab. 41 Specific result indicators corresponding to the specific objective 5.3

S.n.	Indicator	Measurement unit	Category of region	Baseline	Base year	Target value (2023)	Data source	Reporting frequency
1.	Number of passengers carried in public rail passenger transport	*number*	*N/A*	*44 287 000*	*2013*	*46 942 211*	*MA OPII*	*annually*

2.5.2.2 Description of the type and examples of activities

INVESTMENT PRIORITY 7d) will be implemented through the following activities:

A. Electrification of rail-lines. Development of environmentally friendly systems, including low noise and low carbon transport systems;
B. Reduction of safety risks in rail transport (e.g. elimination of level crossings with the road infrastructure, modernisation of rail crossings);
C. Construction and modernisation of interchange terminals of passenger rail transport ~~and~~and integrated passenger transport terminals and their links to the road network;
D. Construction of new rail stops, implementation of standards for rail-lines and stations, optimisation of train traffic schedules;
E. Building-up the infrastructure for rolling stock fleet checks and preparation for railway passenger transport operation under services in public interest;
F. Modernisation of railway infrastructure in order to ensure efficient customs clearing;
G. Modernization of railway lines (improvement of selected technical parameters of the railway lines)
H. Implementation of ETCS, GSM-R, and TSI TAF/TAP systems;

~~H.~~I. Renewal of rolling stock of rail public passenger transport
~~I.~~J. Project preparation.

A. Electrification of rail-lines. Development of environmentally friendly systems, including low noise and low carbon transport systems

The actions proposed by the MTC SR under this part of the OP directly contribute to the fulfilment of the visions and objectives of the transport sector identified in the Strategic Plan (Chapter 4.6). All these actions seek to reduce environmental impacts.

In spite of the fact that rail transport is an environmentally acceptable mode of transport with regard to environmental impacts, further measures aimed to reduce the burden on the environment and the population can be developed mainly through the electrification of overloaded rail-lines. Electrification would reduce the dependence of the transport sector on oil products and would increase its energy independence by using various sources of energy. In 2012, the needs and demands in freight and passenger transport were summarised on the basis of intensive communication between the MTC SR and rail carriers operating within the ŽSR network. Carriers considered missing electrification of some rail-lines to be one of the most serious problems. As of the end of 2013, the length of operated rail-lines of the SR was 3,600 km, of which only 1,586 km was electrified, which is around 44.06%. The contribution of rail track electrification to improving air quality cannot be omitted. It is essential for this reason, that planned investments are linked to SUMPs and Air Quality Plans.

The first project proposed under the PA 5 – electrification of the rail-line within the section **Bánovce nad Ondavou – Humenné** is to be implemented in eastern Slovakia, Region of Košice. The Region of Košice has a big potential to improve railway connections, but needs investment incentives to improve the railway infrastructure. The core rail-line east from Košice which is part of the TEN-T core network is the double-track electrified rail-line Košice – Čierna nad Tisou – state border SR/Ukraine. This rail-line is connected to a single-track rail-line to Humenné and further to Medzilaborce, but is electrified only within the section Michaľany – Bánovce nad Ondavou. The MA OPII therefore seeks to ensure the electrification of the next section in the direction of **Humenné** which is an important rail hub within this line with important traffic flows. The length of the section to be electrified and related pre-electrification arrangements are 33 km.

The project aims to ensure better travelling comfort for passengers by improving the dynamics of ride and better line equipment. It will also improve concurrence between passenger and freight trains within electrified sections. Another objective is to increase the rail-line parameters and improve the utilisation of labour forces. The electrification of the rail-line will enable to connect train transport within the given section to the integrated transport system of Košice. The project will follow up on the actions performed during the 2007 - 2013 programming period when the project preparation was launched. This project also counts with the construction of an integrated passenger transport terminal in Michalovce.~~,~~ At the same time, the project ~~and~~ will ~~be~~ complement~~ed from the PA 3 funds to be used for~~ the construction of a passenger transport terminal in Trebišov.

As mentioned above, Košice is an important railway hub of Eastern Slovakia. The double-track line runs south-west from Košice to Plešivec and Zvolen, but it is electrified only within the section Košice – Haniska pri Košiciach. This rail-line forms part of the main south railway corridor Košice – Zvolen – Bratislava integrated in the comprehensive TEN-T network. The plan is to continue with electrification works in the direction of the Region of Banská Bystrica (primarily within the section **Haniska pri Košiciach – Moldava nad Bodvou**, and prospectively within the sections Moldava nad Bodvou – Fiľakovo and Fiľakovo - Zvolen). The length of the section to be electrified is approx. 20 km.

B. Reduction of safety risks in rail transport (e.g. elimination of level crossings with the road infrastructure, modernisation of rail crossings)

In spite of the relatively low accident rate in railways over the past years, it is necessary to continue in the trend of reducing both internal and external safety risks. The most important infrastructure measures to focus on include the agenda of safety enhancement at rail crossings.

A rail crossing in the form of a rail-line and road level crossing is the most dangerous point in terms of safety. It is practically the only point of physical contact between otherwise isolated modes of transport. With regard to the ever increasing number of road vehicles and related probability of a higher number of collisions with rail vehicles, safety at rail crossings is an important social problem.

As of 31 December 2012, a total of 2,160 crossings were recorded in the territory of the SR, of which 1,088 were secured by security device, and 1,072 were secured by a traffic sign . The negative condition in terms of safety at rail crossings is documented by the accident rate statistics. In 2012, there were 50 at rail crossings with 21 fatalities. Effort to reduce the number of unsecured rail crossings is therefore one of the priorities of the MTC SR. **This situation can be solved by crossing-free junctions of rail-lines and road infrastructure, or by the instalment of safety equipment primarily within sections with poor view conditions. A complex programme of solutions for rail crossings was approved by GR SR No. 448 of 21 August 2013.** The aim of this programme is to reduce the number of accidents at rail crossings to minimum by installing new safety equipment at crossings with the highest risk, and through the modernisation of crossings where it is reasonable for reasons of increasing the reliability of older equipment. One of the important effects of such measures is their positive impact on rail traffic flows (in particular, elimination of speed limits due to poor view conditions).

A significant contribution to reducing the number of security incidents and accidents on ŽSR network may also have the completition of checkpoints infrastructure manager.Network placement and technical equipment of particular points, including the method of data integration into the ŽSR network, will be implemented in accordance with the feasibility study and the concept of building control points on the ŽSR network.

C. Construction and modernisation of interchange terminals of passenger rail transport and integrated passenger transport terminals and their links to the road network

The construction of rail passenger transport terminals and integrated passenger transport terminals seeks to optimise the number and location of interchanges within the public passenger transport network, thereby creating the conditions for effectively meeting the transport demands of the population. Such incentives for future users would bring time and cost savings. Interchanges will be constructed in close relation to the modernisation of transport infrastructure and rolling stock renewal.

The number, location and technical designs of terminals will be based on the results of transport service plans. These terminals will aim to divert public road traffic and individual car transport to high-capacity rail transport. The building design and the technical facilities of the terminals are expected to ensure smooth transfers.

D. Construction of new rail stops, implementation of standards for rail-lines and stations, optimisation of train traffic schedules

The development of the railway network SR, especially in the past ten years, has been characterised by certain asymmetry. On one hand, relatively massive investment was used to develop corridor rail-lines, and on the other hand, the funds used to develop other railway network lines, whatever competitive and useful for the operation of relatively significant traffic flows in passenger or freight transport, did not reach the necessary extent. This situation was mainly due to the relatively expensive corridor constructions requiring large co-financing from the state budget. The result is stagnation or even a gradual degradation of non-corridor rail-lines. In order to restore the competitiveness of the rail sector as a whole (in prospective areas), to increase its safety and to use the parameters of modernised rail-lines in the most comprehensive manner possible, the MTC SR identified important investment areas in the field of railway infrastructure which needs to be given due consideration. **These include projects**

aimed at optimising train timetables, the construction of new rail stops, and the introduction of standards for rail-lines and stations.

These activities reflect the priorities within objective of Strategic Plan quality and competitive passenger rail transport. The implementation of this priority (SZ1.1) – Comfortable passenger transport – will put particular emphasis on improving the parameters in order to increase comfort by renewing the facilities of stations and stops, information systems, etc.

The projects targeting the optimisation of train timetables aim to ensure an integrated travel schedule for the entire network of rail-lines which are expected to provide regional rail passenger services, adapted to the schedules of long-distance trains within the corridor rail-lines which take full use of improved parameters. The timetable referring to these rail-lines should be organised in a regular sequential mode with optimum mutual links between the various systems of rail connections at hub stations. **The basic criterion for the selection of such projects will be the target train traffic diagram in the period after the completion of the modernisation of the corridor between Bratislava and Žilina.** This target service planning diagram will suggest an exact list of concrete investment projects on the side of ŽSR and operators to be implemented, so as to put an ideal diagram into practice after the completion of the modernisation of the Bratislava – Žilina corridor.

In the next period, complex travelling time optimisation projects are expected to be implemented (e.g. by increasing the line speed without changing rail-line routes, reducing crossing intervals within existing traffic points), as well as projects referring to the construction of side-tracks, or double-tracking of short sections in some cases. The investment plans for concrete works will be continuously prepared for the different corridors or functional units, taking into account the outcomes of relevant feasibility studies and/or expert studies.

In order to implement new standards, equipment for railway stations and to increase rail safety standards (eg measures to eliminate crisis situations and terrorism), it is necessary to implement the related supporting infrastructure (telematics, innovations in tracking systems, integration of safety systems and interconnection with integrated rescue system).

E. Building-up the infrastructure for rolling stock fleet checks and preparation for railway passenger transport operation under services in public interest

One of the main pre-conditions for offering high-quality and sustainable transport services is an infrastructure of suitable quality providing for rolling stock operation with minimal impacts on human health and the environment. This area is one of the bottlenecks of railway passenger transport development in Slovakia – both, as regards the quality of delivered services as well as its negative impacts on the environment.

The network of workplaces providing for train operation preparation is mostly characterised by obsolete and unsuitable infrastructure for carrying out safety checks as well as activities related to preparation of modern train sets, moreover, it has a substantially negative impact on the environment. It is necessary to reconstruct the places which have long been ecologically burdened by unsuitable activities and, at the same time, it is necessary to establish a new concept of sustainable, efficient and environmentally-acceptable functioning of the whole system based on a new operation concept. As regards the environment, it is crucial to protect surface and underground waters through constructing sewerage systems, waste-water treatment plants, etc.

In the aim of ensuring sustainable quality of services delivered within public railway passenger transport based on a public service contract it is, therefore, **necessary to start modernisation of this infrastructure as it forms an integral part of train operation within railway passenger transport services.** The objective of these activities is to fulfil the environmental requirements on operation of the said workplaces, enhancing the quality of their performance, rendering the processes more efficient – shortening the idle time of train sets due to necessary checks and activities, optimising the number of workplaces and thus related reduction of operation costs.

The intervention includes construction of the necessary infrastructure in towns, with capacities used not only for the rolling stock procured from the EU funds but also by other vehicles of the transport operator located in the area of the respective railway hubs operated on the basis of the Contract for Passenger Rail Transport Services.

The infrastructure modernisation in selected locations will gradually optimise the whole network of workplaces, increase the quality of performed activities, shorten idle times of trains, solve the problems of environmental nature, as well as enhance the safety of railway transport. **Solving the issue on the basis of a new operational concept will establish a sustainable system for functioning of railway passenger transport and will multiply the positive impacts of procured rolling stock to the benefit of the passengers.**
Construction of the above-mentioned infrastructure will be preceded by preparation of a comprehensive feasibility study. The feasibility study will be based on an overall strategy of regional public passenger transport development within ZSSK. The study will also identify individual parts of the infrastructure and determine which part of the project will be dedicated to the infrastructure and which part to the technological facilities. **The feasibility study will be continuously consulted with JASPERS during its development. The given infrastructure shall not be constructed and financed from OPII before the feasibility study is explicitly approved by the EC and approval to finance the realisation itself. In case of the EC´s disapproval with the conclusions of the feasibility study, the respective projects must be removed from OPII during its next revision. The subject of financing cannot be equipment directly linked with regular maintenance of rail rolling stock.**

The priority axis will be used to build the infrastructure for the control and preparation of railway passenger transport fleet in Nové Zámky, Zvolen and Humenné, and the project preparation of the relevant infrastructure in Žilina and Košice will be provided.

F. Modernisation of railway infrastructure in order to ensure efficient customs clearing

See Chapter 2.6.3.2 C.

G. *Modernization of railway lines (improvement of selected technical parameters of the railway infrastructure)*

By joining the EU and integrating the ŽSR network into the European transport system, Slovakia has also assumed its responsibilities regarding EU development priorities as well as the need to implement technical standards to ensure sustainable rail development opportunities. From the perspective of further development of the railway network within the basic TEN-T network, it can be stated that the construction of new lines is not foreseen in the Slovak Republic, only the modernization of existing ones. Funding for the development of railway infrastructure can significantly boost economic growth and job creation.

The development gaps of rail infrastructure may pose significant risks in the form of a decrease in passenger and goods transport in both national and international transport. This may result in an increase in the volume of road freight transport and IAD and the resulting environmental burden.

The basic vision for the operational use of the rail network is the overall increase in the volume of rail transport, including the transfer of road transport performance. The rail network must be ready for this process and be able to meet the increased demand for both passenger and freight in terms of parameters, capacity and attractiveness for individual customers (passengers, shippers).

Further to the activities implemented in previous periods, the modernization of railway lines included in the trans-European transport network (TEN-T core) remains an investment priority. Rail infrastructure modernization projects will be implemented on those lines that are crucial for economic growth and mobility improvement in Slovakia and the single European Transport Area. The modernization of the TEN-T rail network will contribute to the Europe 2020 strategy, namely initiatives to improve resource efficiency and reduce emissions. The modernization of selected railway lines will

increase the efficiency of rail transport through the construction of a modern and fully interconnected infrastructure that will be able to accept increasing traffic volumes, including the shift of road transport performance. In this way, the activity will contribute to reducing dependency on oil products, reducing emissions, improving air quality and promoting sustainable transport and the economy.

Under Priority Axis 5, only the modernization of railway lines included in the TEN-T core network will be implemented. Railway modernization projects will follow up on modernization projects implemented under Priority Axis 1. For further information see Chapter 2.1.2.1 A.

H. Implementation of ETCS, GSM-R and TSI TAF/TAP systems

One of the main shortcomings of the railway network is its outdated character, low technical level, and poor interoperability. The aim is to improve the technical infrastructure of the existing rail-lines to achieve a level corresponding to the technical specifications for interoperability (TSI). This will enable the removal of existing technical barriers, ensure a more effective use of the technical parameters of rail-lines, and enhance the competitiveness of rail transport.

The interventions in the field of railway transport will therefore target the implementation of the ERTMS system and of a support transfer infrastructure within complete sections (where one of the subsystems TSI TAF/TAP is being implemented) of modernised rail-lines, preferably those where the SR has obligations under Commission Decision No. 2012/88/EU of 25 January 2012 on the technical specification for interoperability relating to the control-command and signalling subsystems of the trans-European rail system or directly Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community.

In the case of ERTMS, the priority is:

- **Bratislava (outside) – Nové Zámky – Štúrovo/Komárno – state border SR/HU**.

I. Renewal of rolling stock of railway public passenger transport

A significant part of the rolling stock fleet of suburban and regional rail passenger services has undergone a renewal and modernization process in recent years. Despite substantial investments, it is desirable to continue the process of renewal of the vehicle fleet renewal. The renewal of the fleet of vehicles that provide rail passenger transport, along with the modernization of rail corridors, interoperability building and organizational and operational measures, is a prerequisite for improving the quality of rail passenger services.

The aim of the MTC SR is the renewal of railway rolling stock providing daily suburban and regional service by rail passenger transport primarily within the Prešov self-governing region. The purchased vehicles will serve to provide public service on lines with increased demand for rail transport. The implementation of the project will complement the activities aimed at the acquisition of comprehensive train units within the priority axis 1 and to create a comprehensive system of well-functioning regional and suburban transport in the vicinity of the most important transport centers.

Public service measures will be implemented in accordance with the requirements of Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70 and Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail (Text with EEA relevance)

~~*I.*~~*J. ~~Project preparation~~Project preparation*

The current state of preparation of investment construction projects can be considered a cross-sectional problem of systemic nature. Hence, due attention and sufficient funds will be devoted to the pre-project and project preparation of railway works.

Target groups:	- general public
Target areas:	- entire territory of the SR except for the Region of Bratislava; for projects funded by the rata principle, the target area is NUTS1:
Beneficiaries:	- Železnice Slovenskej republiky (Railways of the Slovak Republic) - Železničná spoločnosť Slovensko, a. s. (Railway Company Slovakia) - MTC SR - Financial Directorate of the SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.5.2.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported actions, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned rail projects/ measures from priority axis 5 will respect the requirements of the environmental Regulations and Directives of the European Union, mainly Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.5.2.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.5.2.5 Planned use of major projects

The list of major projects the co-financing of which from priority axis funds is proposed by the MA for OPII is presented in Chapter 12.1. A graphical depiction of the road infrastructure development in Slovakia by means of major project is provided in Annex 7.

2.5.2.6 Output indicators by investment priority and by category of region

~~Tab. 41~~Tab. 42 Common and programme-specific output indicators of investment priority 7d)

ID	Output indicator	Measurement unit	Fund	Category of region	Target value (2023)	Source of data	Frequency of reporting
1	Total length of reconstructed or upgraded railway lines	*km*	*ERDF*	*Less developed regions*	*54,5*	*MA OPII*	*Annually*
2.	Total length of reconstructed or upgraded railway lines on TEN-T CORE	*km*	*ERDF*	*Less developed regions*	*21,5*	*MA OPII*	*Annually*
3.	Number of locations with eliminated environmental burden caused by rail transport	*number*	*ERDF*	*Less developed regions*	*3*	*MA OPII*	*Annually*
4.	Length of rail-lines (other than TEN-T CORE) with a deployed ERTMS system	*km*	*ERDF*	*Less developed regions*	*182*	*MA OPII*	*Annually*
5.	Number of renewed train units in railway public passenger transport	*number*	*ERDF*	*Less developed regions*	*5*	*RO OPII*	*Annually*

2.5.3 Performance framework of the priority axis

~~Tab. 42~~Tab. 43 Performance framework of Priority Axis 5

Indicator type (Key implementation step, financial indicator, output indicator, or result indicator)	ID	Indicator or key implementation step	Measurement unit	Fund	Category of region	Milestone for 2018	Final target (2023)	Source of data	Explanation of relevance of indicator
Output indicator		Total length of reconstructed or renovated rail-line	*km*	*ERDF*	*Less developed regions*	*54,5*	*54,5*	*MA OPII*	*Bearing investment activity within PA5*
Output indicator		Number of locations with eliminated environmental burden caused by rail transport	*number*	*ERDF*	*Less developed regions*	*3*	*3*	*MA OPII*	*Bearing investment activity within PA5*
Financial indicator		Total amount of eligible expenditure after certified by the Certifying Authority and submitting payment requests to the European Commission	*EUR*	*ERDF*	*Less developed regions*	*99 611 375*	*332 037 915*	*MA OPII*	*Basic financial indicator*

2.5.4 Categories of interventions

~~Tab. 43~~Tab. 44

Dimension 1 – Intervention field

Fund	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority axis 5 – Railway infrastructure and renewal of rolling stock	024	60 000 000
	025	140 000 000
	026	52 232 227
	027~~026~~	30 000 000~~82 232 227~~

~~Tab. 44~~Tab. 45

Dimension 2 – Form of finance		
Fund	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority axis 5 – Railway infrastructure and renewal of rolling stock	01	260 377 510
	03	21 854 717

~~Tab. 45~~Tab. 46

Dimension 3 – Territory type		
Fund	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority axis 5 – Railway infrastructure and renewal of rolling stock	07	282 232 227

~~Tab. 46~~Tab. 47

Dimension 4 – Territorial delivery mechanisms		
Fond	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority axis 5 – Railway infrastructure and renewal of rolling stock	07	282 232 227

2.5.5 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries

Within the preparation of written calls and project application, the MA OPII can define an obligation to the beneficiaries to earmark a certain amount of eligible project expenditures for ensuring the quality project management. The maximum limit of expenditure and condition of their use will be set in the MA OPII management documentation.

2.6 PRIORITY AXIS 6: ROAD INFRASTRUCTURE (other than TEN-T CORE)

ID of the priority axis	**6**
Title of the priority axis	Road infrastructure (other than TEN-T CORE)

The entire priority axis will be implemented solely through financial instruments	No
The entire priority axis will be implemented solely through financial instruments set up at Union level	No
The entire priority axis will be implemented exclusively through community-led local development	No
For the ESF: The entire priority axis is dedicated to social innovation or transnational cooperation, or both	N/A

2.6.1 Fund, category of region and calculation basis for Union support

Fund	ERDF
Category of region	Less developed
Calculation basis (total eligible expenditure)	EUR 570 302 622
Category of region for outermost regions and northern sparsely populated regions (where applicable)	N/A

2.6.2 INVESTMENT PRIORITY 7a): Supporting a multi-modal Single European Transport Area by investing in the TEN-T

2.6.2.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 6.1: ***Eliminating major bottlenecks within the TEN-T road infrastructure through the construction of new expressway sections***

The extension of the motorway network by some expressway sections will ensure quality road connection between regions and regional capitals. Investments under this priority axis will be used to build new sections of expressways outside of the TEN-T CORE network. **It is primarily planned to build new sections of R2, R4 and R5 expressways.**

The construction of the R2 expressway will largely contribute to improving the links on the route Trenčín – Prievidza – Zvolen – Lučenec – Košice Šaca – Košické Oľšany and adjacent regions affected by structural changes in the economy and a high unemployment rate. The building of this road axis will ensure the necessary capacity and safety level, which is unbearable in many cases on the existing road I/50. R2 is part of the TEN-T comprehensive network. From the total number of 25 R2 sections at a length of 314 km, only three sections of 18 km were opened as of 31 December 2013. Other approx. 35 km are expected to be completed by co-financing from the OPT 2007 - 2013.

New sections of expressways will be constructed in accordance with the valid environmental and technical requirements with objective to reduce of the negative impacts of transport with a focus on improving air quality.

RESULTS

a) elimination of major bottlenecks within the TEN-T comprehensive network,
b) increased road traffic safety, less accidents,
c) reduced negative environmental impacts (reduced noise load and CO_2, NO_2 and PM_{10} emissions within built-up areas of towns and municipalities);
d) reduced time losses and cost saving;
e) ensuring safe migration of animals – building of safe corridors for the migration of animals (green crossing points);

f) creation of the conditions for enhanced competitiveness of regions, improved population mobility, and increased employment growth potential (e.g. in tourism, the building sector, etc.).

~~Tab. 47~~Tab. 48 Programme-specific result indicators corresponding to specific objective 6.1

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Time saving in road transport on expressways	EUR	Less developed	66 259 814	2013	38 225 440	MA OPII	Annually
2.	Savings in production of PM_{10} emissions (due to the construction of expressways)	*tons*	Less developed	2,89	*2013*	0,44	RO OPII	Annually
3.	Savings in production of NO_2 emissions (due to the construction of expressways)	*tons*	Less developed	11,64	*2013*	1,92	RO OPII	Annually

2.6.2.2 Description of the type and examples of activities

Investment priority 7a) will be implemented through the following activities:

A. Construction of expressways (other than TEN-T CORE);
B. Project preparation.
~~B.~~C. Support for the introduction of alternative road transport fuels.

A. Construction of expressways (other than TEN-T CORE)

With respect to expressways, the construction of R2, R4 and R5 road sections during the period 2014–2020 will be preferred to be funded from the ERDF. The MTC SR will pay due attention to ensuring cost efficiency during the construction of new expressway sections. Given the current intensity of parallel 1st class road sections and the envisaged development within the territory, certain sections will be implemented in half profile.

The funds of the priority axis will be primarily used to fund the project preparation and construction of the following sections:

- R2 Zvolen, východ – Pstruša, II. phase,
- R2 Košice Šaca – Košické Oľšany (southern by-pass of Košice),
- R2 Mníchova Lehota – Ruskovce,
- R2 Rožňava – Jablonov nad Turňou (Soroška),
- R2 Kriváň – Mýtna,
- R2 Mýtna – Lovinobaňa, Tomášovce,
- R4 Prešov - nothern by-pass,
- R5 Svrčinovec – state border SR/CR.

The concrete list of sections, including indicative timetable of their construction was defined in the Strategic Plan.

The completion of the R2 expressway is one of the most important priorities of the entire southern part of the Regions of Banská Bystrica and Košice. The completion of this road will enhance the economic growth of the Zvolen – South Slovakia development axis (Zvolen – Lučenec – Rimavská Sobota – Rožňava – Košice), and will interconnect the western and the eastern part of the Slovak Republic. After

completed, the R2 expressway will ensure fast and high-quality traffic connection between the region and the central area of the Region of Banská Bystrica, and the most important Slovak cities – Bratislava and Košice.

If the state of technical preparedness of some R1 and R7 sections allows it and if favourable conditions are created for their multi-source funding, for example, by a combination of EU funds and public-private partnerships, the MTC SR would consider the use of the priority axis funds also for these routes.

B. Project preparation

The list of works to be paid attention was identified in the Strategic Plan. The list contains priorities relating to implementation projects during the period 2014 - 2023 and beyond.

C. Support for the introduction of alternative road transport fuels.

The aim of this activity is to support the development of the market for alternative fuels in road transport, including the development of the relevant infrastructure. Relevant measures to promote alternative fuels will be implemented through financial instruments set up at national level, including OPII. The selected measures will respect the national policy framework and the national policy of introducing alternative fuels infrastructure, which were approved by the Slovak Government in 2016 following the provisions of Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure. In accordance with the Action Plan for the Development of Electromobility in the Slovak Republic, the most promising area of support from OPII seems to be the support for expanding the charging infrastructure for electric vehicles.

Target groups:	- general public
Target areas:	- NUTS 2 (entire territory of the SR except for the Region of Bratislava)
Beneficiaries:	- National Motorway Company - MTC SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.6.2.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported actions, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned road projects/ measures from priority axis 2 and 6 will respect the requirements of the environmental Regulations and Directives of the European Union, mainly Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.6.2.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.6.2.5 Planned use of major projects

The list of major projects the co-financing of which from priority axis funds is proposed by the MA OPII is presented in Chapter 12.1. Graphical display of road infrastructure development in Slovakia ensured implementation-defined major projects are listed in Annex 7.

2.6.2.6 Output indicators by investment priority and by category of region

~~Tab. 48~~Tab. 49 Common and programme-specific output indicators of investment priority 7a)

ID	Output indicator	Measurement unit	Fund	Category of region	Target value (2023)	Source of data	Frequency of reporting
1.	Total length of newly built roads on TEN-T network	*km*	*ERDF*	*Less developed regions*	*21,5*	*MA OPII*	*Annually*

2.6.3 INVESTMENT PRIORITY 7b): Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes

2.6.3.1 Specific objectives corresponding to the investment priority and expected results

SPECIFIC OBJECTIVE 6.2: ***Improving the safety and accessibility of the TEN-T road infrastructure and regional mobility through the construction and modernisation of 1st class roads***

The MTC SR seeks to improve the condition of all categories of roads, not only motorways and expressways. By setting up this priority axis and defining this specific objective, the ministry declares its interest in the building within the territory of the SR of a quality, cost-effective and balanced transport network able to respond to the actual road transport demands with an emphasis on reducing the accident rate through the prevention of occurrence or elimination of critical accident points, and to the reduction of negative impacts (emissions, noise) on the population. The development of motorways and expressways will therefore be complemented by investments in improving the condition of 1st class roads in order to enhance the accessibility of the network of motorways and high-speed roads. Investments under this specific objective will be used to build and modernise 1st class roads outside of the TEN-T CORE network, and 1st class roads outside of the TEN-T network with the principal aim to improve the access of Slovak citizens to the TEN-T network and to the single market.

First-class roads are important with regard to international and national road transport, inter-connection of regions, capital cities of self-governing regions and districts, as well as links to the road networks of the neighbouring countries. The transport, economic and social importance of 1st class roads is manifested by traffic volumes, traffic intensity, traffic flow composition, and its share in the national indicators on the entire road network. The previous development suggests that 1st class roads have, and after the completion of the entire planned network of motorways and expressways will still have, a vital transport function. The need to support the building and modernisation of 1st class roads stems primarily from the lack of capacity of roads leading to the exceeding of permissible intensities, which results in their excessive degradation (in 2012, the permissible intensity on 1st class roads within areas outside of towns and cities exceeded by 358 km, which is 12.67% of the total counted length of 1st class roads within such areas), and from non-compliant constructional and technical parameters causing an increased road traffic safety risks. The accident rate on 1st class roads is 55.3% of all accidents on roads. The number of fatalities is higher than the number of fatalities on other roads, and constitutes 54.6%.

This specific objective should also be understood in the context of the efforts to enhance regional mobility, safety and ensure access of the population of the SR to the TEN-T network and to the single market. To reduce access times between Slovak towns and regions, it is necessary to build by-passes and to relocate 1st class roads, mainly within sections which fail to meet the technical and capacity parameters and where no TEN-T routes are planned.

The elimination of negative effects resulting from transport in the cities and regions can be achieved by implementing the measures which have been set in the strategic documents of MTC SR, Programmes and Action plans for the air quality improvement, resp. in Sustainable urban mobility plans (where they exist).

RESULTS

a) increased capacity of 1st class roads within exposed sections;
b) increased road traffic safety and less accidents;
c) reduced environmental impacts (reduced noise, CO_2, NO_2 and PM_{10} emissions, vibrations, dust, etc. within built-up areas of towns and municipalities);
d) reduced time losses and cost saving;
e) creation of the conditions for enhanced competitiveness of regions, improved population mobility, and increased employment growth potential.

~~Tab. 49~~Tab. 50 Final result indicators corresponding to specific objective 6.2

ID	Indicator	Measurement unit	Category of region	Baseline value	Baseline year	Target value (2023)	Source of data	Frequency of reporting
1.	Time saving in road transport on 1st class roads	EUR	*Less developed*	96 853 141	2013	69 287 656	MA OPII	Annually
2.	Number of fatalities on 1st class roads	Number	*Less developed*	83	2013	70	MA OPII	Annually
3.	Savings in production of PM_{10} emissions (due to the construction of 1st class roads)	*tonnes*	*Less developed*	1,16	2013	0,29	MA OPII	Annually
4.	Savings in production of NO_2 emissions (due to the construction of 1st class roads)	*tonnes*	*Less developed*	4,63	2013	1,11	MA OPII	Annually

2.6.3.2 Activities to be supported under the investment priority

Investment priority 7b) will be implemented through of the following activities:

A. Construction and modernisation of 1st class roads to improve traffic safety and traffic flows (other than TEN-T CORE and TEN-T);
B. Building of intelligent transport systems;
C. Construction and modernisation of road infrastructure with regard to ensuring effective customs clearing;
D. Project preparation.

A. Construction and modernisation of 1st class roads to improve traffic safety and traffic flows (other than TEN-T CORE and TEN-T)

Besides a proportional development of motorways and expressways in the next period, the agenda of 1st class roads development will play an important role. As of 01 January 2013, the length of used 1st class roads Slovakia reached 3,184 km. The infrastructure manager is due to ensure quality assessment of the state of roads with respect to 1st class roads, motorways and expressways (*"Overview of the state of roads on the basis of main inspections"* and *"Overview of the state of roads with regard to lateral and longitudinal unevenness"*). Based on the results of assessment, changes in the constructional and technical condition of roads in time are monitored, and their future development is predicted.

The assessment on the basis of the main inspections of 1st class roads managed by the Slovak Road Administration company performed in 2013 suggests that up to 1,263.5 km of 1st class roads are in bad condition, which represents 38.9% of total length of 3,248.1km. Other 267.3 km (8.2%) were in disrepair. The total share of sections in bad condition or disrepair increased **2.5 times** since 2000. The analyses of the road network suggest that it is necessary to address the particular issue of **insufficient infrastructure capacity (exceeding of permissible intensities) and non-compliant constructional and technical parameters. This situation can be resolved mainly by modernising the existing network combined with extending the network by new 1st class road sections.**

There is a need to focus in particular on the **building of by-passes of towns and municipalities, road relocations, reconstruction of cross-roads and bridges, and on the elimination of dangerous sections – black spots.** Attention should also be paid to the adjustment of width parameters, radiuses of roads and view conditions to achieve route homogeneity.

An important aspect for the road network development is road traffic intensity and the closely related accident rate. Although a positive trend could be observed throughout the past years, both with regard to the development of the number of road accidents and the number of fatalities, the rate of decline of fatalities is lower than the rate of decline of road accidents. This resulted in the fact that the share of fatalities in the total number of traffic accidents increased in the period 2009 - 2011 increased, and reached the highest level in 2011 for the last seven years.

In the light of the commitments of the Slovak Republic concerning the reduction in the number of fatalities in road traffic accidents, it can be stated that the set objectives are being continuously fulfilled and the number of fatalities due to road accidents in Slovakia is declining.

The number of fatalities due to road accidents declined from 627 in 2007 to 223 in 2013, which is historically the smallest number of fatalities on Slovak roads and represents 4.1 fatalities per 100,000 persons. **Slovakia seeks to continue implementing measures aimed to reduce the number and severity of traffic accidents and to reduce the number of fatalities by 50% compared to 2010.** This aim arises from the National Plan to Increase Road Traffic Safety by 2020[35]. The prerequisite for achieving this aim is close cooperation between the relevant entities and the implementation of measures in the field of legislation, infrastructure, prevention, awareness-raising, etc.

Directive No. 2008/96 of the European Parliament and of the Council on road infrastructure safety management is also intended to contribute to the reduction of accidents on roads. Relevant procedures were also defined pursuant to the directive to become an important tool for improving road infrastructure

[35] Approved by the GR SR No. 798 on December 14, 2011.

safety[36], within the entire project cycle – planning, preparation of project documentation, construction, operation and maintenance of infrastructure. Further to the results of safety audits and analyses on 1st class roads and the utilisation of the experience and knowledge acquired during the 2007 – 2013 programming period, the MTC SR plans to prepare and implement, in cooperation with SSC and from PA 6 funds, a group of comprehensive regional projects aimed to **eliminate safety risks on 1st class roads and improve the condition of bridges and cross-roads.**

New 1st class road sections (bypasses of towns and municipalities, relocations) will be built on the basis of a list of priorities defined under a multi-criteria assessment carried out in 2013 while preparing the Strategic Plan. These priorities have been categorized into four specific areas: construction, modernisation, transport telematics and other preparation. It is expected that the **Transport Model of the Slovak Republic will be implemented after 2016** with the aim to model transport links and relations and to define, or re-evaluation of investment priorities.

For conclusion, it should be emphasised that the sustainability of investments – the operational capacity of roads and road structures – should be preserved by means of systemic changes and optimum financial arrangements for cyclical maintenance and repairs. The funds to achieve this objective should be provided from the state budget (category of budget: MTC SR).

B. Building intelligent transport systems

The current situation in Slovakia with regard to the provision of traffic information and the use of transport telematics is at the beginning of its development. There is a lack of transport telematics and technological equipment enabling the monitoring of traffic conditions on roads and actual traffic management. The implementation of modern technology can significantly contribute to intensifying the capacity of the existing road network, mitigate congestions and improve road traffic safety and flow.

Transport telematics (variable traffic signs, weather stations, CCTV cameras) will be deployed within the most loaded sections and black spots both inside and outside of town and municipality areas, where no investment construction projects are envisaged in the medium term. The is a high need for the deployment of this system at mountain passes, such as Šturec, Donovaly, Čertovica to secure efficient traffic management mainly in the winter period, in the event of critical situations, close-downs, or upon the planning of oversized and dangerous transportation routes. The implementation of the intelligent transport system can also bring partial cost savings otherwise needed in urban residential areas to build bypasses and relocations.

This area should be complemented by actions co-financed from the CF under PA 2. In this case, the delivery and deployment of intelligent transport systems and related control, supervision and communication systems will target the existing motorways, expressways and lower category roads to improve the provision of information, safety and road traffic flows.

The application of intelligent transport systems can contribute to improving air quality, primarily in urban areas. One of the aims of IDS implementation is to ensure management and regulation of road transport, elimination of congestions and reduction of environmental burden, through navigation and redirection of transport to detours, reduction or complete prohibition of motor vehicle entry to certain areas it is possible to contribute to reducing environmental burden, where pollutant emission limits are exceeded. By introducing dynamic traffic management on junctions with traffic lights, it is possible to achieve reduction in the creation of congestions, fuel savings and reduction of greenhouse emissions or pollutants in the air and thus contributing to objectives defined in Directive No. 2008/50/EC on ambient air quality and cleaner air for Europe, which has been transposed in SR through the Act 137/2010 Coll. as amended and Decree No. 360/2010 Coll. of Ministry of Agriculture, Environment and Regional Development of the Slovak Republic on air quality, as amended by Decree No. 442/2013 Coll..

[36] see Act of NC of the Slovak Republic no. 249/2011 Coll.

C. Construction and modernisation of road infrastructure with regard to ensuring effective customs clearing

Pursuant to Act No. 575/2001 Coll. on the Organisation of Government Activities and on the Organisation of the Central State Administration, as amended, the state administration related to finance, taxes and customs[37] falls under the competence of the MF SR. The improvement of the quality of services provided by public administration in these fields also depends on coordinate cooperation between relevant national and supra-national authorities.

An efficient and cost-effective work of the customs authorities is expected to promote the development of trade, foster economic growth, and, at the same time, fight against customs and tax evasion, thereby directly protecting the EU´s internal market. For this reason, it is necessary to ensure adequate legislation, which is essential in order to create favourable conditions for businesses operating in the field of import, export or transit of goods through the customs territory of the EU, with particular emphasis on the EU external border. Another factor that needs focus is capacity development and building in the customs area with special emphasis on the modernisation of customs services, modernisation of infrastructure, IT systems, technical equipment, and detection technologies, as well as on raising the professional level of customs officers and employees of the financial administration authority with particular regard to the external border of the EU.

One of the essential conditions for the use of EU funds under the 2014 - 2020 programming period in this area was the adoption of the strategy that takes into account the aims and objectives targeting better functioning of the EU Customs Union. As a follow up, the Ministry of Finance of the SF prepared the document "Strategy for the modernisation of customs border crossing points and capacity building in customs 2014–2020". This strategy defines the key medium-term targets for increasing the effectiveness of the activities carried out by customs authorities within the EU Customs Union, while enhancing the comfort of services provided to operators as an unavoidable element of promoting the business environment.

The increasing of the level of services related to customs clearance and a better pass through customs border crossings will contribute to speeding up international commodity flows, increase the volume of transported goods, and improve the traffic situation in the Slovak Republic.

The accomplishment of these objectives and the creation of the necessary conditions for Slovakia as an important transit area, especially in view of transcontinental transport routes, will be directly affected by the modernisation of customs border crossing points. At European level, these actions seek to accelerate customs clearance, improve infrastructure, and increase the comfort and pass of goods at the external border of the EU, both in road and rail transport. Along with the construction of the railway infrastructure, it is necessary to address complex modernisation of railway customs crossing points at the EU external border.

The development of the existing infrastructure does not seem to be appropriate for accomplishing the strategic objectives; the strategy therefore defines the need to build a new road border crossing point, also in relation to a more effective use of the combined transport terminal in Dobra. **It is planned to build a new road border crossing point at Čierna – Solomonovo (including infrastructure and facilities) and to modernise the EU external border with Ukraine.** The development of transport infrastructure without highly effective services provided at the customs border crossing points with Ukraine would significantly restrict or even stop the objectives set in the field of transport development.

Hence, the OPII funds can be used as a means to support the building of a new and the modernisation of the existing transport infrastructure in relation to ensuring effective customs clearance procedures on the EU external border with Ukraine.

D. Project preparation

[37] Art. 7(1)

The current state of preparation of investment construction projects can be considered a cross-sectional problem of systemic nature. Hence, due attention and sufficient funds will be devoted to studies and to the pre-project and project preparation of the first-class roads. The list of works requiring focus was identified in the Strategic Plan. The list contains priorities related to implementation projects during the period 2014 - 2023 and beyond.

Target groups:	- general public
Target areas:	- NUTS 2 (entire territory of the SR except for the Region of Bratislava)
Beneficiaries:	- Slovak Road Administration - Financial Directorate of the SR - MTC SR - central bodies of state administration and bodies contributing to the implementation and fulfillment of OPII objectives

2.6.3.3 Guiding principles for selection of operations

Given the specific position of the MTC SR with regard to the supported actions, the beneficiaries will be defined in advance (by MA OPII), and will be asked to submit project applications. The selection of projects to be implemented will comply with the expected outputs according to the strategic documents prepared for the purposes of the programming period and the updates thereof, specifically the Strategic Plan and PPT Strategy, while taking into consideration the sectoral needs in a wider context.

In the effort to secure effective and transparent selection process only those projects and project intents will be supported, which MA OPII evaluates as appropriate and efficient with respect to the baseline situation and the identified needs in the area, cost-effective, environmentally sustainable and with adequate capacity ensuring their implementation.

All planned road projects/ measures from priority axis 6 will respect the requirements of the environmental Regulations and Directives of the European Union, mainly Directive No. 92/43 / EEC from 21st of May 1992 on the conservation of natural habitats and of wild fauna and flora and Directive of the European Parliament and Council 2011/92 / EU from 13th of December 2011 on the assessment of the effects of certain public and private projects on the environment. The conclusions of the SEA statement on OPII do not replace the obligations /conditions arising from EU Directives for the plans and individual projects. Plans and concrete projects included in the indicative list of OPII will correspond to the results of all relevant assessments in accordance with EU legislation and will be subject to OPII revision.

2.6.3.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the

conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 - 2020 programming period.

2.6.3.5 Planned use of major projects

The investment priority 7b) is not expected implementation of major projects.

2.6.3.6 Output indicators by investment priority and by category of region

~~Tab. 50~~Tab. 51 Common and programme-specific output indicators of investment priority 7b)

ID	Output indicator	Measurement unit	Fond	Category of region	Target value (2023)	Source of data	Frequency of reporting
1.	Total length of newly built roads	*km*	*ERDF*	*Less developed regions*	*10,25*	*MA OPII*	*Annually*
2.	Total length of reconstructed or upgraded roads	*km*	*ERDF*	*Less developed regions*	*286,4*	*MA OPII*	*Annually*
3.	Number of eliminated critical accident and collision points on 1st class roads	*Number*	*ERDF*	*Less developed regions*	*40*	*MA OPII*	*Annually*

2.6.4 Performance framework of the priority axis

~~Tab. 51~~Tab. 52 Performance framework of Priority Axis 6

Indicator type (Key implementation step, financial indicator, output indicator, or result indicator)	ID	Indicator or key implementation step	Measurement unit	Fund	Category of region	Milestone for 2018	Final target (2023)	Source of data	Explanation of relevance of indicator
Output indicator		Total length of newly built roads	*km*	*ERDF*	*Less developed regions*	*10,25*	*31,75*	*MA OPII*	*Bearing investment activity within PA 6*
Financial indicator		Total amount of eligible expenditure after certified by the Certifying Authority	*EUR*	*ERDF*	*Less developed regions*	*142 575 656*	*570 302 622*	*MA OPII*	*Basic financial indicator*

2.6.5 Categories of interventions

~~Tab. 52~~Tab. 53

Dimension 1 – Intervention field		
Fund	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 6 – Road infrastructure (other than TEN-T CORE)	029	165 423 895
	031	123 316 667
	034	186 016 666
	044	10 000 000

~~Tab. 53~~Tab. 54

Dimension 2 – Form of finance		
Fund	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 6 – Road infrastructure (other than TEN-T CORE)	01	456 826 759
	03	27 930 469

~~Tab. 54~~Tab. 55

Dimension 3 – Territory type		
Fund	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 6 – Road infrastructure (other than TEN-T CORE)	07	484 757 228

~~Tab. 55~~Tab. 56

Dimension 4 – Territorial delivery mechanisms		
Fund	EFRD	
Category of region	Less developed regions	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 6 – Road infrastructure (other than TEN-T CORE)	07	484 757 228

2.6.6 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries

Within the preparation of written calls and project application, the MA OPII can define an obligation to the beneficiaries to earmark a certain amount of eligible project expenditures for ensuring the quality project management. The maximum limit of expenditure and condition of their use will be set in the MA OPII management documentation.

2.7 PRIORITY AXIS 7: INFORMATION SOCIETY

ID of priority axis	**7**
Name of priority axis	Information society

The whole priority axis will be implemented exclusively through financial instruments	No
The whole priority axis will be implemented exclusively through financial instruments developed at the level of EU	No
The whole priority axis will be implemented through Community-led local development	No
For ESF: The whole priority axis is aimed at social innovation or multinational cooperation, or their combination	N/A

2.7.1 Fund, category of region and basis for calculation of EU support

Fund	ERDF
Category of region	Less developed regions
Basis for calculation (total contribution)	EUR 927 155 266
Category of region for most remote and northern sparsely populated regions (where appropriate)	N/A

2.7.2 INVESTMENT PRIORITY 2a): Extending broadband deployment and the roll-out of high-speed networks and supporting the adoption of emerging technologies and networks for the digital economy

2.7.2.1 Specific objectives of investment priority and expected results

SPECIFIC OBJECTIVE 7.1: ***Increase in broadband coverage / NGN***

Background

Fixed broadband penetration in Slovakia during the last two years increased from 17.8% in January 2012 to 20.7% in January 2014, which is still less than the EU average (29.9%). In January 2014 there were 55.5% connections with the speed between 2 mbps and 10 mbps. NGN share on the total coverage of broadband reached in January 2014 29%, which is above the EU average (26%).

The basic framework in the deployment and use of broadband connection is the attainment of the target of the Digital Agenda for Europe of 100% coverage of 30mbps internet and creation of conditions for achievement of the target that 50% or more of the European households have the internet connection above 100mbps. This framework will establish the fulfillment of the objectives of the Commission Communication to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions - Connecting to a competitive digital single market - towards European gigabit society.

One of activities ensuring the coverage by the broadband internet was the implementation of measures of Priority Axis 3 of the Operational Programme Information Society (OPIS PA3) directed to cover white and grey areas. However, measures of this priority axis could not be successfully implemented (they were only implemented within the scope of preparation of project documentation). Activities of this specific objective will be directly related to the project-engineering documentation created within OPIS PA3 if relevant. Supporting activities that precede the fulfillment of the specific objective will be activities aimed at measuring and monitoring the coverage of the SR area by broadband internet.

For full attainment of the target of broadband connection with minimum speed of 30 mbps for all, the focus is to cover white areas such as rural areas without access to this type of connection under common price conditions. One of the priorities are the grey areas where the broadband connection is presently

provided, but not in a sufficiently competitive environment or satisfactory quality. After fulfilling this goal, we plan to continue with a major change (step change) with the goal of 100 Mbit / s for all with the ability to update the network to 1Gbit / s. A new white space mapping will precede the call/invitation statement. Subsequently, demand calls for telecommunications companies or municipalities will be announced. In the case of unsuccessful calls, the IB may proceed to call for a national project call. The criteria for evaluating calls will be set up to cover as many white spaces as possible.

White or grey areas will be covered through the development of regional and access networks based on optical cables or equivalent technology capable of delivering the desired speed that will connect the relatively well developed backbone network to local access networks. The transmission capacity of these networks should be sufficient, not only for attainment of targets until 2020, but also for the smooth use of the broadband connection in a long period. Construction of access networks will be realized by the deployment in particular of wireless technologies with the necessary transfer speed. Funding will be provided from the OPII and the Rural Development Programme 2014-2020.

The choice of technological platform for the development of networks will be based on the principle of technological neutrality and the implemented networks must be able to ensure the required capacity and speed for provision of broadband services to end users. Networks implemented from public funds must be open for all providers of broadband services.

The European Commission initiative entitled "Free Wi-Fi for EU Citizens" ("WiFi4EU"), which aims to bring "free Wi-Fi for both citizens and visitors in parks, squares, public buildings, libraries, health centers and museums everywhere in Europe " will also contribute to broadband coverage. Due to the limited number of vouchers in the WiFi4EU project, Slovakia plans to launch a call for a project based on the same principle. It is the implementation of the WiFi for You project (hereinafter referred to as "WiFi4SK") that will also enable those potential applicants from the towns and villages of the Slovak Republic who fail to obtain funds from the WiFi4EU initiative to provide WiFi coverage for their citizens and visitors.

RESULTS

- Increased coverage of all households by broadband connection with minimum speed of 30 mbps; and subsequent coverage of households at a rate of at least 100 mbps with the option of updating the network to at least 1 gbps;
- Increased demand for broadband connection with minimum speed of 30 mbps at citizens, businesses and public institutions;
- Increasing the deployment of technological innovations in access networks (LTE, FTTH, etc.).

~~Tab. 56~~Tab. 57 Specific result indicators of the programme corresponding to specific objective 7.1

ID	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value (2023)	Data source	Reporting frequency
1.	Percentage of individuals using mobile broadband access to the internet	%	Less developed regions	6,4	2012	48	Eurostat	annually
2	Percentage of population regularly using broadband internet	%	Less developed regions	74	2012	90	Eurostat	annually

2.7.2.2 Description of type and examples of activities

Investment priority 2a) will be implemented through the following activities:

A. Coordination of construction of broadband networks:
   - Analytical works for solution of broadband connection;
   - Creation of atlas of passive infrastructure
B. Construction of broadband networks with technological neutrality open for all operators with regard to the target of 100% coverage with the speed of at least 30mbps and consequently 100 mbps with the possibility of updating the network speed of at least 1 gbps:

- Construction of optical regional networks;
- Construction of regional networks based on radio relay links;
- Promoting the installation of access networks;
- Building of access networks in the areas of market failure;
- Activities related to the measurement, monitoring and mapping of broadband coverage.

A. Coordination of construction of broadband networks

The preparation of building broadband networks will be preceded by the following activities that will be implemented also in the framework of technical assistance and are necessary for deployment of broadband after expiration of the notification of state aid SA.33151:

- Preparation of methodology for determination of white and grey areas
- Development of procedures or instruments for simple updating of white and grey areas
- Development of operating models
- Activities related to state aid.

Creation of atlas of passive infrastructure

The basic condition of effective management and planning of networks is the creation of a centralised atlas of passive infrastructure, showing individual elements of existing and planned infrastructure, and resulting optimisation of investment decisions. According to the Directive 2002/21/EC, national regulators have the right to relevant information on the location, capacity and accessibility of pipes and other access elements of infrastructure. The purpose is to achieve cooperation among operators in this area which will be centrally coordinated by the state. When recording the map of existing and planned infrastructure it is suitable to use the existence of standardised geographic information generated through the Directive INSPIRE, which should be fully implemented by 2019. To achieve the optimal use of synergic effects in the development of technical infrastructure the atlas will contain, apart from telecommunication lines (for mobile and fixed networks), actual data on further technical infrastructure, e.g.:

- transport networks;
- engineering networks:
  - hydraulic engineering lines and installations (water supply and sewer systems);
  - electricity installations;
  - gas installations (gas lines, service pipes, technical stations);
  - thermal installations (heat distribution).

The atlas of passive infrastructure will be connected at least to the cadastral information system, the spatial information register and thematic geographic systems that use the respective data for the implementation of their agenda.

The creation of the atlas of passive infrastructure will require the change of legislation that will clearly define what type of data in what extent and structure will be provided by the operators and updated for needs of PA. Moreover it will be necessary to define the licence conditions of use of these data. At present they are partially regulated by the Act on national infrastructure for spatial information, but most operators actually do not fulfil this obligation claiming that they do not belong among entities which are obliged to provide these data, because they are partially owned by private investors or because their geospatial data are very sensitive and may be abused.

B. Construction of broadband networks with technological neutrality open for all operators with regard to the target of 100% coverage with speed of at least 30mbps ans consequently with the option of updating the network to at least 1 gbps;

The eligible areas for provision of the state aid for the building of broadband networks will be white areas with the highest priority and grey areas with medium priority. State interventions in grey areas will be implemented only after a more detailed examination of the conditions set out in the EU Guidelines for the Application of State Aid Rules in Relation to the Rapid Deployment of Broadband Networks 20013/C 25/01.

Prior to the granting of the aid, a State aid scheme will be developed under Commission Regulation (EU) No 1095/2010. Council Regulation (EC) No 651/2014 of 17 June 2014 declaring certain categories of aid compatible with the internal market pursuant to Articles 107 and 108 of the Treaty, as amended, or the EU Guidelines on the Application of State Aid Rules for Rapid Deployment of Broadband 2013 / C 25/01.

In the framework of supported projects regional and access networks will be developed in white and grey areas. During the development of regional and access network in white and grey areas the white or gray spots will situated on the route will be connected to these networks as well. The regional networks will be developed with connection to the backbone networks of the broadband Internet service operators.

Investments in the development of regional networks for coverage of white areas will be further supported by steps aimed to the promotion of connected access networks. For achievement of speeds above 30mbps it is necessary to develop next generation networks (NGN). The basic prerequisite is the existence of backbone and regional networks with sufficient capacity based on optical fibres or equivalent technology capable of providing the required Internet connection speed.

Due to the high investment and minimum rate of return approximately 9 % of white areas will use technology of wireless micro-wave transmission with use of radio relay links. This connection will be implemented by two active steps for overcoming the average distance from communities of 50 km. It must be specified that so-called "link chaining" will be implemented where the number of hops, active or passive, depends not only on the distance, but also on the ground profile, required performance, size of dish and used operating frequency. In this way the aggregated speed of 300mbps can be provided in communities. For individual households it means the achievement of the target speed of 30mbps in case of 10 connections that can be expected in such small municipalities.

The construction of broadband access networks through demand-driven or national projects and reimbursable financial instruments (if relevant according to the ex-ante evaluation) will be implemented in white spots of municipalities over 500 inhabitants in areas that will not be sufficiently attractive to the operators (private investments). The construction of the broadband networks will be complementary to the activities supported under the Rural Development Programme 2014 - 2020.

In parallel with these activities, the possibility of covering the main road and railway lines with a telecommunications infrastructure enabling their coverage by mobile data (4G and 5G) will be analyzed.

Target groups:	- general public
Target territories:	- NUTS 1
Beneficiaries:	- e.g. municipalities, budgetary organisation, semi-budgetary organisation, state enterprise, entities engaged in economic activity, that is enterprises within the meaning of Art. 107 of the Treaty on the Functioning of the EU, irrespective of the legal status, interest association of legal entities, ZSR, railway public passenger transport operators, NDS, SSC.

2.7.2.3 Main rules of selection of projects

With the aim to ensure an effective and transparent drawing of EU funds allocated for the priority Axis 7 of OPII the Intermediary Body will draw up the Selection and Evaluation Criteria for projects. Like in the programming period 2007 – 2013, these criteria and their potential updates will be subject to the approval of the Monitoring Committee for OPII.

In relation to activities supported by OPII, individual beneficiaries (independently whether they are demand-driven or national projects) will be determined according to the selection criteria adopted by the Monitoring Committee for OPII. Within the implementation of projects for the development of broadband internet the aim will be to eliminate the weaknesses of the programming period 2007 - 2013, in particular the lack of cooperation of relevant entities.

Eligible beneficiaries for the deployment of regional and high-speed broadband access networks will be telecommunications enterprises or municipalities. In the case that none of the above-mentioned entities is interested in covering the white space, NGA networks in the given municipality will be built through a national project. Indirect beneficiaries will be the providers of electronic communications using new networks for the provision of retail services to end-users and other businesses that are end-users in the relevant area. NGA networking projects will be funded through a transparent selection process. Construction (civil works, construction of pipeline, dark fiber, etc.) will be carried out by companies selected on the basis of public procurement in accordance with the relevant national legislation and EU directives on procurement. After construction of the new network, operator will offer wholesale access to the network in an open and non-discriminatory basis to electronic communications operators who are interested to join end users.

In relation to written invitations/calls the following principles will be taken into account:

- The possibility of the awarding authority to react to potential required changes in the published invitation/call in accordance with principles of transparency, non-discrimination and equal treatment;
- Provision of continuous access of the public to financing from EU sources in case of activities that involve wider competition;
- Setting of transparent and objective conditions the verification of which is required for financing of national or or demand-oriented projects, while putting stress on solid preparation of these projects;
- Feasibility studies will be subject to an assessment and approval by the Steering Committee;
- Projects will be managed in accordance with the relevant standards (e.g. management of information - technology projects, Building Act);
- Projects will be subject to an assessment by two independent evaluators.

In the selection of projects the properly adjusted approval process will play the key role with the aim to ensure a transparent and effective selection process by defining clear and objective criteria of selection of operations that allow the objective assessment and evaluation of the contribution of the project to the implementation of specific aims of the operational programme through:

- clearly defined format of the project;
- evaluation criteria that will be approved depending on the character of priority axis/specific objective and focused on target assessment of the contribution of a group of projects with similar content to these aims;
- set of remedies.

2.7.2.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the

conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period

2.7.2.5 Planned use of major projects

In implementing of the specific objective Increase in broadband coverage / NGN is considered using the National project of development of regional broadband networks for white spots, that could not be covered under the demand-driven projects.

2.7.2.6 Output indicators at the level of investment priority and category of region

~~Tab. 57~~Tab. 58 Specific output indicators of investment priority 2a), SO 7.1 Increase in broadband coverage / NGN

Item	Indicator (name of indicator)	Measuring unit	Fund	Category of region	Target value (2023)	Data source	Reporting frequency
1.	Additional number of white areas covered by the broadband internet	Number	ERDF	Less developed regions	729	IBMA	Annually during the implementation of project
2.	Additional households with broadband access of at least 30mbps	%	ERDF	Less developed regions	49.9	Digital Agenda Scoreboard	Annually during the implementation of project

2.7.3 INVESTMENT PRIORITY 2b): Developing ICT products and services, e-commerce and enhancing demand for ICT

2.7.3.1 Specific objectives of investment priority and expected results

SPECIFIC OBJECTIVE 7.2: ***Enhancing innovation capacity, in particular of small and medium-sized enterprises in digital economy***

Background

The innovation capacity of Slovak economy is still insufficient and affected by the weak business environment and the underdeveloped system of research and innovations. The Slovak economy must be more oriented to knowledge-intensive economic activities and to diversify, especially in the service sector. The digital economy is the basis of knowledge-based society, because it contributes to the development of communication technologies connecting people and to the effective exchange of information, products and services. The deployment of ICT technologies also has a high potential for increasing the labour productivity in the private and public sector and hence for improvement of competitiveness.

SMEs must innovate their processes and offer innovative solutions. The identified problem areas that prevent the full development of eCommerce and innovation and hence are the obstacle to the growth of digital economy are:

- Low trust in the single digital market (in spite of Act No 22/2004 Coll. on electronic commerce and amending the Act No 128/2002 Coll. on state supervision of the internal market in consumer protection matters to which the Directive 2000/31/EC of the European Parliament and of the Council on e-commerce has been transposed;
- Complicated access to the single digital market;
- Underdeveloped instruments for promotion of innovation;
- Missing possibilities of sharing existing solutions and technological platforms of public administration with SMEs.

In the 2014 – 2020 programming period business opportunities, especially for SMEs, will be systematically supported:

- Simplification and enhancement of credibility of eCommerce, which thus becomes the condition of transfer and development of activities in digital economy;
- The enterprises will gain Access to shared services developed in eGovernment for commercial purposes (data boxes, AAA platform, cloud services and others);
- Public administration will generate significant demand for innovative solutions in areas such as mobile government, visualisation, data analyses etc. which are suitable for solution through services, in particular SME.

RESULTS

- Increased integration of Slovakia in the single digital market – the increase of online sale and purchase of goods and services;
- Increased viability of small and medium enterprises thanks to possibilities offered by shared services of public administration;
- Increased demand for innovative solutions in the area of information-communication technologies will result in the growth of number of SMEs that will participate in the development of these solutions.

~~Tab. 58~~Tab. 59 Specific result indicators of the programme corresponding to specific objective 7.2

Item	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency
1.	Percentage of SMEs selling goods and services online	%	Less developed regions	11,6	2012	40	Eurostat	annually
2.	Percentage of individuals ordering goods and services online	%	Less developed regions	44,7	2012	70	Eurostat	annually

2.7.3.2 Description of type and examples of activities

Investment priority 2b) will be implemented through the following activities:

A. Introducing measures to increase the use of eCommerce:
   - Enhancing the credibility of eCommerce (projects allowing the verification of activity and transactions of entities on the electronic market etc. will be implemented under the activities);
   - Simplification of eCommerce (projects reducing the transaction costs and administrative burden will be implemented under the activities, e.g. simplification of the customs procedure, deployment of electronic payments and invoices. The crossborder eCommerce will be supported in the framework of the activities).

B. Extending possibilities for electronic identification, authentication and authorisation in the single digital area:
   - Allowing the use of identities from private providers in public administration – the suitability and security of such identity will be verified in the feasibility study;
   - Providing eID identity for the private sector.

C. Supporting enterprises, in particular SMEs, through shared services (the enterprises will gain access to services that were initially developed for needs of public administration. The services will be adapted in a suitable manner):
   - Provision of communication platform and electronic delivery;
   - Provision of AAA and PKI infrastructure; ……
   - Provision of cloud services, especially to SMEs;
   - Provision of platform for eLearning.

D. ~~……~~Promoting innovative solutions for SMEs using data and services provided by the public:

~~D.~~ Support in areas such as the use of open data to provide better services, mobile government, data analysis, etc., that are suitable for solutions through SME services (eg through innovative vouchers)

A. Introducing measures to increase the use of eCommerce

The business registers of public administration are transformed to interactive instruments that will support the credibility of entities and improve information about products. Instruments for consumer protection in the conditions of the single digital market will be introduced.

The removal of transaction costs and procedural barriers and reduction of administrative burden will be implemented through:

- Participation in the initiatives of a single payment system and development of electronic and mobile payments in the environment of public administration;
- Deployment of electronic invoices in public administration and recommendations for exclusive use of electronic invoices in the private sector;
- Simplification of the customs procedure and services related to supervision of the movements of goods and more effective solution of leakage and suspicious operations in the customs and tax area;
- Payment recovery and complaint procedures will be ICT enable.

B. Extending possibilities for electronic identification, authentication and authorisation in the single digital area

As for the identity, different types of credible identities will be used for gaining access to eGovernment and eCommerce. The conditions will be created to allow private identity providers to connect to the IAM module and bring innovation and verified solutions in the public sectors. The suitability of this involvement of private persons will be validated in detail through the feasibility study. The conditions will be created in order to allow the use of eID, which is accepted in communication with public administration, in the private sector. The suitability of this use of eID will be validated in detail through the feasibility study.

C. Supporting enterprises, in particular SMEs, through shared services

Projects are implemented that will allow, in particular SMEs, to gain access to electronic service that were primarily developed for public administration. It will ensure the effective use of the free capacity and larger contributions of solutions.

As part of the trend of limitation of physical delivery of mail, solutions for electronic delivery to electronic data boxes of enterprises and customers with guarantee of delivery will be available.

When defining the clear rules it is possible to share PKI and AAA infrastructure with enterprises which will allow them to effectively create a secure digital environment for their business and customer services.

The access to cloud services may serve to enterprises for comfortable start of their business in digital economy or for improvement of their functioning. Cloud services may also be used for satisfaction of temporary needs of higher computation performance, e. g. in case of processing of a large amount of data.

The objective is also to make available to enterprises a platform for the development of materials in the area of eLearning with the possibility to train their employees and learn from the top companies in the sector.

D. Promoting innovative solutions for SMEs using data and services provided by public administrations

Projects will be implemented for direct support to SMEs in areas such as the use of open government data to provide better services, mobile government, data analysis, etc., that are suitable for solutions through SME services (eg through innovative vouchers).

Target groups:	- Businesses (in particular SMEs)

Target territories:	- NUTS 1
Beneficiaries:	- e.g. budgetary organisation, semi-budgetary organisation, Social and health insurance companies, other entities entered in the statistical register of organisations in the sector of public administration, municipality, higher territorial unit, joint-stock company according to Act No 513/1991 Coll. (except for state aid schemes), association (society, union, club etc.) according to Act No 83/1990 Coll., interest group of legal persons according to Act No 40/1964 Coll., association of communities according to Act No 369/1990 Coll., other entities established by law, natural or legal persons eligible for a business meeting the SME definition

2.7.3.3 Main rules of selection of projects

With the aim to ensure an effective and transparent drawing of EU funds allocated for the priority Axis 7 of OPII the Intermediary Body will draw up the Selection and Evaluation Criteria for projects. Like in the programming period 2007 – 2013, these criteria and their potential updates will be subject to the approval of the Monitoring Committee for OPII.

In relation to supported activities of OPII individual beneficiaries will be determined in advance and in view of their unique position and function (e.g. on the basis of competences resulting for them from special regulations and approved by the monitoring committee) invited in writing to submit the project application forms, or they will be determined by selection in case of demand-driven projects.

In relation to written invitations the following principles will be taken into account:

- The possibility of the awarding authority to react to potential required changes in the published invitation in accordance with principles of transparency, non-discrimination and equal treatment;
- Provision of continuous access of the public to financing from EU sources in case of activities that involve wider competition;
- Setting of transparent and objective conditions the verification of which is required for financing of national projects, while putting stress on solid preparation of these projects;
- Obligation of the beneficiary to earmark 3% of the eligible costs of the project for the implementation of the management standards for the information - technology projects, that will ensure active participation in project management and comprehensive management of development of the information society and publicity;
- Feasibility studies will be subject to an assessment and approval by the Steering Committee;
- Projects will be managed in accordance with the management standards for the information - technology projects;
- Projects will be subject to an assessment by two independent evaluators.

In the selection of projects the properly adjusted approval process will play the key role with the aim to ensure a transparent and effective selection process by defining clear and objective criteria of selection of operations that allow the objective assessment and evaluation of the contribution of the project to the implementation of specific aims of the operational programme through:

- clearly defined format of the project;
- evaluation criteria that will be approved depending on the character of priority axis/specific objective and focused on target assessment of the contribution of a group of projects with similar content to these aims;
- set of remedies.

2.7.3.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the European Structural and Investment Funds (ESIF), and this particular form of aid,

will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex-ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.7.3.5 Planned use of major projects

In the framework of investment priority 2b) Developing ICT products and services, e-commerce and enhancing the demand for ICT no major projects are envisaged.

2.7.3.6 Output indicators at the level of investment priority and category of region

~~Tab. 59~~Tab. 60 Specific output indicators of investment priority 2b), SO 7.2 Enhancing innovation capacity, in particular of small and medium-sized enterprises in digital economy

Item	Indicator (name of indicator)	Measuring unit	Fund	Category of region	Target value (2023)	Data source	Reporting frequency
1.	Number of new SMEs using shared services of public administration	Number	ERDF	Less developed regions	6 000	IBMA	Annually during the implementation of project
2.	Number of new innovative applications realized by SMEs (open data, language resources...)	Number	ERDF	Less developed regions	300	IBMA	Annually during the implementation of project

2.7.4 INVESTMENT PRIORITY 2c): Strengthening ICT applications for e-government, e-learning, e-inclusion, e-culture and e-health

2.7.4.1 Specific objectives of investment priority and expected results

SPECIFIC OBJECTIVE 7.3: ***Enhancing the quality, standard and accessibility of the eGovernment services for businesses***

Background

The purpose of the specific objective is to improve the quality, standard and accessibility of the eGovernment services for businesses in order to significantly increase the competitiveness of the business environment in Slovakia.

Based on the eGovernment strategy, a selected group of public administration agendas (PA 1 of the Operational Programme Information Society) will be ICT enable in the programming period 2007 - 2013. In this period eGovernment services for businesses are deployed through the implementation of public administration information systems:

- From the total number of 224 public administration agendas, 55 percent will be ICT enable;
- Approximately 2,000 electronic services will be launched, among others 6 basic services for businesses from the total number of 8 services according to the i2010 benchmark[38].

The baseline will be functioning transaction services for businesses (level 4), which will allow the submission of applications and obtaining of decisions with use of electronic means. For simple access to these services the development of the Central Government Portal has accelerated. For the assisted use of this portal integrated service points will be established in 1,200 locations.

The basic areas for further development are:

- Further computerisation of sections that have not been computerised;
- Introduction of a comprehensive solution for life situations for the reason of time savings and increasing the comfort of the use of services;
- The use of the reform of public administration processes for the shift of electronic services to a proactive level;
- Substantial innovation of electronic services – computerised agenda and transaction services arising in OP IS can be regarded as a solid basis, which however lags behind the current trends in the area of information technologies (mobility, interactivity, use of data).

RESULTS

The development of electronic services will bring the following results:

- The use of eGovernment services will become integral part of successful business;
- The increase of competitiveness of business environment – communication with public administration will be simpler, more comfortable and more transparent;
- A significant increase of the innovation potential of digital economy thanks to the induced demand for modern solutions.

~~Tab. 60~~Tab. 61 Specific result indicators of the programme corresponding to specific objective 7.3

Item	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency
1.	Overall satisfaction of businesses with eGovernment services	index	*Less developed regions*	64,2	2012	74	IBMA	annually
2.	Overall usage of eGovernment services by businesses	%	*Less developed regions*	90,7	2012	98	Eurostat	annually

SPECIFIC OBJECTIVE 7.4: ***Enhancing the quality, standard and accessibility of the eGovernment services for citizens***

Background

The purpose of the specific objective is to improve the quality, standard and accessibility of the eGovernment services for citizens.

The background is similar to that of services for businesses indicated under specific objective 7.3. Projects were implemented jointly for citizens and businesses. For the purposes of identification and authentication electronic identity cards (eID) will be gradually issued to citizens. From the total number of 12 basic services for citizens according to benchmark i2010[39] 9 services will be ICT enable. In the period 2014 - 2020 the areas of further development of services for citizens and businesses can be regarded as identical.

[38] http://ec.europa.eu/information_society/newsroom/cf/itemdetail.cfm?item_id=6537
[39] http://ec.europa.eu/information_society/newsroom/cf/itemdetail.cfm?item_id=6537

While in the world the transformation of cities and regions into intelligent municipalities[40] (and not only in terms of the introduction of digital technologies) has been an important topic for several years, it is only gradually coming to the foreground in Slovakia. In order to overcome initial problems, it is also important, through projects, to demonstrate the benefits of implementing smart solutions that will help transform Slovak cities and regions into sustainable places for citizens' lives. Due to their nature, the coordination mechanism between OPII and OP EVS will not apply to these projects (Annex 3).

RESULTS

The development of electronic services will bring the following results:

- The use of eGovernment services will become a general standard, with a high level of satisfaction with the quality of services;
- The quality of life of citizens will improve – quality of life in cities and regions will increase, time required for solution of life situations with public administration will be significantly reduced and the possibilities of participation in governance will be extended;
- A higher openness of public administration to citizens.

~~Tab. 61~~Tab. 62 Specific result indicators of the programme corresponding to specific objective 7.4

ID	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency
1.	Overall satisfaction of citizens with eGovernment services	index	*Less developed regions*	59,9	2012	73	IBMA	annually
2.	Overall usage of eGovernment services by citizens	%	*Less developed regions*	42,2	2012	74	Eurostat	annually

SPECIFIC OBJECTIVE 7.5: ***Improving the overall availability of public administration data in the form of open data***

Background

The shift in the policy of disclosure of information of public administration from passive to proactive policy based on the principles of open data occurs in Slovakia. From the perspective of publication of data, possibilities of use and form of access to data Slovakia ranks among the beginners. The pilot catalogue currently contains approximately 200 datasets published by 11 institutions and this number should substantially increase in the following period. The pilot solution has only a limited application and presentation functionality and the participation of the developer community is low. In the programming period 2007-2013 this system will be partially improved. This improvement procedure is implemented in line with recommendations of EC and starts by small initiatives which will enable experiments and bring fast primary results.

A comprehensive solution of open data will only be brought by OPII. The ongoing initiatives will be consolidated with the aim of gradual introduction of the routine use of open data in public administration. The objective is that individual institutions of public administration will publish data related to performance of their agenda in the form of open data with a high potential for re-use. The re-usability can be supported by the introduction of an open data format, application of a standard for linked data and generation of meta data according to an interoperable standard. An exception from the rule on publication of data will be confidential information and personal and sensitive data. The reason for the low number of published datasets in relation to the information available to the public is, in particular, the lack of effective provision of sharing, integration, data quality management and use of the central data integration platform.

Data in public administration will be treated as valuable sources and their publication will allow finding their optimal use. Apart from the presentation and gaining access to data via interfaces, work with data,

[40] SR Government Resolution no. 322/2018 on the Proposal for a Pilot Scheme Mechanism for Smart Cities financed by ESIF and European Union financial instruments, including recoverable forms of funding

their exchange and interpretation, as well as generation of new data is important. Open data generated by public administration will be accessible to the public and private sector.

RESULTS

- The use of open data will substantially increase the transparency of public administration and thus positively influence its effectiveness;
- A strong sector working with open data and competences in progressive areas of information technologies, such as data analyses, will be established in Slovakia;
- The innovative use of open data will generate the added value for users which will be reflected in economic impacts.

~~Tab. 62~~Tab. 63 Specific result indicators of the programme corresponding to specific objective 7.5

Item	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency
1.	Number of open data downloads	number	Less developed regions	5 000	2013	950 000	IBMA	Annually

SPECIFIC OBJECTIVE 7.6: ***Promoting digital skills and including disadvantaged individuals into the digital market***

Background

The condition of involvement of the disadvantaged population[41] through eInclusion is their skills in use of new technologies such as smart phones, on one hand, and sufficient supply of services for participation in the digital world, on the other hand. In spite of all efforts, in Slovakia there are still groups of people unable to reap the benefits of information society. The reason is that disadvantaged individuals:

- are not sufficiently qualified and competent to use the new technologies;
- lack financial resources for acquisition and use of all the opportunities of new technologies;
- are unable to see satisfactory advantages and meaning in their involvement in digital world.

These people decrease its chances for finding a job and participating in the social and public life. They also lose access to a large amount of information published on the internet and hence are unable to take adequate decisions and form a judgement. Moreover these citizens cannot use services such as eCommerce, eBusiness and eGovernment from their comfortable homes and must rely on institutions and companies in the proximity of their homes or travel to long distances which they often cannot afford. In many cases, it would be this group of citizens who would greatly appreciate the advantages of information society.

The specific objective is the continuation of the initiative “inclusive eGovernment”, where nobody should be left behind. Everyone should have access to the benefits of eGovernment, even if he or she does not dispose of most modern information and communication technologies or is unable to sufficiently use them. By application of these principles we will significantly reduce the digital divide and by electronic means we will engage disadvantaged persons in public affairs and digital market. Another objective will be to prolong the period, during which an individual can life autonomously in the preferred environment, where he or she feels self-confident, safe and sufficiently mobile. This objective can be achieved by means of Ambient Assisted Living and telemedicine services, which have the ambition to effectively use the resources in ageing populations.

RESULTS

Disadvantaged groups:

- Increased use of ambient-assisted living tools;
- Enhanced access to educational materials and digital contents in a suitable format;

[41] The disadvantaged group of citizens consists from a larger part by people aged between 55 and 74 years, individuals with low income, the unemployed and people with lower qualification or people with disabilities.

- Higher intensity of use of services and learning in digital environment;
- More active involvement in the economic and social affairs in their neighbourhood.

~~Tab. 63~~Tab. 64 Specific result indicators of the programme corresponding to specific objective 7.6

ID	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency
1.	Percentage of disadvantaged individuals using the internet	%	Less developed regions	52,8	2012	70	Eurostat	Annually

SPECIFIC OBJECTIVE 7.7: ***Enabling modernisation and rationalisation of public administration by ICT means***

Background

In the period 2007 - 2013 the computerisation of public administration was aimed almost exclusively to the services for citizens and businesses and to computerisation of related agenda and its processes. However, the effective functioning of public administration is considerably influenced by the way of performance of supporting activities. These remained neglected from the viewpoint of computerisation, which causes that each institution carries out supporting activities differently, often with duplicity and absence of consistence. It creates a bottleneck, which must be eliminated by systematic effort to allow further modernisation of public administration.

The situation of agenda information systems of public administration is better. Most of agendas will be ICT-enable by 2015 at the registration level with priority on the possibility of transaction electronic communication. The agenda information systems of public administration in most cases comprise reporting instruments, but their actual use is not systematic and they do not collect the required knowledge. Similar situation exists in the area of procedural integration.

The public administration reform is one of the most important structural reforms that are implemented in Slovakia. The framework of the reform, the respective organisational, competence and procedural change and following legislative requirements are addressed by a separate Operational Programme Effective Public Administration for which the Ministry of Interior of SR is responsible.

The main purpose of this specific objective is to support this reform by modern information technologies and to allow the implementation of the best experiences in this area. The deployment of systems with optimised workflow and ICT-based task assignment, analytical systems, knowledge sharing systems, management quality systems and supporting information systems in a cloud in the form of Software as a Service will be coordinated with the other reform activities. Some of the projects under this specific objective will thus directly implement the support of the public administration reform.

RESULTS

- Deployment of modern ICT solution in citizen relationship management processes;
- Satisfaction of citizens with functioning of public administration will increase;
- The reduction of the expenses by citizens, businesses and public administration;
- The effectiveness of employees in public administration will increase;
- The speed of decision-making for proceedings will increase;
- The performance of supporting activities of public administration will be optimised;
- Standardised supporting processes and back-office of public administration can be optimally supported by central information systems deployed in a cloud;
- The use of data in processes and in the policy-making will increase.

~~Tab. 64~~Tab. 65 Specific result indicator of the programme corresponding to specific objective 7.7

Item	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency

1.	Average processing time in the decision-making activities	%	Less developed regions	100	2013	70	IBMA	Annually

SPECIFIC OBJECTIVE 7.8: ***Rationalizing the operation of information systems by eGovernment cloud***

Background

One of problematic aspects of the development of eGovernment in Slovakia is ICT infrastructure because each institution developed it in its own way. Operating costs of information systems of public administration put the budget under pressure and this problem must be solved systematically. The objective is to transform ICT infrastructure of public administration to shared services at all levels.

This represents an essential conceptual change in the functioning of ICT infrastructure in public administration. The eGovernment cloud will be built in the form of a private cloud set up at selected public administration institutions with certain experience and a certain level of data centres.

Another objective is to provide all forms of cloud services – infrastructure, platform and software in the form of services. In order to make their use easier, the services will be listed in a catalogue. These services will also include central public procurement or information technology management (PC, printers, e-mail, internet access, etc.).

Information systems to be set up as part of new projects will be implemented within the framework of the eGovernment cloud platform (the "cloud only" rule). The functionalities of the eGovernment cloud are specified in the Strategic document for digital growth and next generation access infrastructure (2014 – 2020), Chapter 7.4.3[42].

RESULTS

- Enhanced effectiveness of resources used (time and funds) in public administration for procurement, deployment and operation of ICT solutions – the aim is to reduce total costs of ownership of PAIS by at least of 10 percent against the present basic value. If the activities are not implemented the cost would increase by at least 50 percent without intervention;
- Increased acceptance of cloud solutions by the public and private sector;
- Reduction of electricity consumption and CO2 emissions of data centres achieved by deployment of green information and communication technologies.

~~Tab. 65~~Tab. 66 Specific result indicator of the programme corresponding to specific objective 7.8

Item	Indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency
1.	The overall costs of PAIS ownership	%	Less developed regions	100	2013	90	IBMA	annually

[42] http://informatizacia.sk/strategicky-document/16604s

SPECIFIC OBJECTIVE 7.9: ***Increasing cyber-security in society***

Background

The basic framework of information security of the Slovak Republic is a document "National strategy for information security in SR"[43]. In conditions of digital and cybernetic area of SR measures are implemented, in particular those preventing the leakage and unauthorised use of information, violation of data integrity, infringement of the citizens´ rights for protection of personal data, as well as measures for protection against damage and abuse of information and communication systems and measures for enforcement of applicable legal norms of Slovakia and EU.

The information and cyber security is a dynamically developing sector which must continuously react to new challenges. In connection with growing civil and business activity in the digital area it will be necessary to proceed in line with measures contained in the EU Cyber-Security Strategy presented in February 2013. Information systems and networks developed or upgraded in the following period will be assessed in terms of achievement of defined security targets and compliance with existing and future legislation. Measures for security risk management, especially for public administration systems being part of critical infrastructure, will be implemented and improved. The transparency of information about security incidents of individuals whose personal data were lost, alienated or altered, will increase. The overall trust in the digital area and awareness of the methods used for handling of cyber-attacks will increase, among others thanks to the deployment of the platform for selection of data and measures and for sending of alerts related to cyber security. This platform will be interoperable with the European solution and connected to the European Cybercrime Centre.

RESULTS

- Reduction of financial and other impacts of security incidents on the activity of companies and public administration;
- Increase in the maturity of the market in security solutions achieved by the increase of expenditures on security of the private and public sector;
- Increased cyber- security and application of the most recent knowledge in the European area;
- Increased rate of innovation in the area of security measures;
- Increased trust of citizens and enterprises in the digital area;
- Enhancement of transparency in the handling security incidents and cyber-attacks.

~~Tab. 66~~Tab. 67 Specific result indicator of the programme corresponding to specific objective 7.9

Item	Name of indicator	Measuring unit	Category of region	Basic value	Basic year	Target value	Data source	Reporting frequency
1.	The ratio of www servers of public administration web applications without the safety deficiencies on the total sample of www servers of public administration	%	Less developed regions	4%	2014	40%	CSIRT SK	Annually

2.7.4.2 Description of type and examples of activities

Investment priority 2c) will be implemented through the following activities:

SO 7.3, 7.4

A. Composition of electronic services into simplified life situations:
   - Analysis of suitable life situations for comprehensive provision by electronic means
   - Implementation of solutions of simplified life situations

B. Deployment of innovative eGovernment services for citizens and businesses:
   - Analysis of areas suitable for innovations and proactivity
   - Implementation of proactive electronic services and solutions

[43] http://www.informatizacia.sk/narodna-strategia-pre-ib/6783s

- Implementation of services with high added value, including activities aimed to the support of the creative industry and provision of access to digital reproductions of cultural heritage items
- Implementation of services related to investment opportunities

C. Deployment of services and applications for mobile government:
- Analysis of areas suitable for mobile applications and services
- Development of a platform for generation of mobile services and applications
- Implementation of mobile services and applications
- Introduction of mobile identity

D. Crossborder compatibility:
- Implementation of solutions of crossborder life situations
- Implementation of acceptance of identities from EU to identified systems and services

E. Support for building smart cities and regions:
- Analysis of the introduction of appropriate ICT solutions for building a smart city and region
- Implementation of intelligent city and region information systems

~~D.~~

SO 7.5

~~E.~~F. Development of a concept for generation and use of open data:
- Drafting the concept and rules for use of open data
- Promoting the development of a community working with open data

~~F.~~G. Development of central platform for sharing, integration and data quality management with an emphasis on open data

~~G.~~H. Implementation of instruments sharing, integration and data quality management with an emphasis on open data:
- Identification of resources of open data and their quality
- Automation of open data generating processes
- Implementation of information systems able to generate, share, integrate, and manage data quality with emphasis on open data
- Deployment of corrective and analytical instruments for proper publication of data
- Implementation of interfaces for sharing, integrating and accessing data

SO 7.6

~~H.~~I. Development of digital skills, simplified access to the Internet and information and services of public administration as well as the development of participation in the digital market for disadvantaged groups:
- Analysis of potential modifications of existing environment, contents and services
- Implementation of simpler services for disadvantaged groups and removing barriers to their use and availability

~~I.~~J. Introduction of instruments for the support of assisted life and telemedicine:
- Equipment of homes of citizens by assisted life instruments
- Equipment of homes of citizens by telemedicine instruments

SO 7.7

~~J.~~K. Modernisation of functioning of public administration in the implementation of agenda through ICT:
- Equipment of client centres by ICT
- Implementation of a system for realization of citizen service processes and management of electronic functions in public administration
- Implementation of optimised processes in the sections of public administration
- Support of quality management in public administration
- Data integration of information systems of public administration

~~K.~~L. Optimisation of supporting and administrative activities through ICT:
- Deployment of consolidated supporting and administrative information systems of public administration (in the form of SaaS)

~~L.~~M. Promotion of the use of knowledge in public administration:

- Implementation of analytical information systems
- Implementation of systems for creation and sharing of knowledge
- Promotion of eLearning for employees in public administration

SO 7.8

~~M.~~N. Development of a concept for the implementation and operation of eGovernment cloud:
- Proposing the standards, legislation, financial model, responsibilities and rules
- Classification of data in public administration and proposing the levels of quality of cloud services
- Setting up the managing authority for cloud services
- Development of a system (catalogue) for provision of cloud services

~~N.~~O. Establishing the operators of cloud services:
- Development of ICT infrastructure at the data centre
- Deployment of cloud services IaaS and PaaS
- Solving the security measures for cloud services
- Implementation of supporting systems for provision of the cloud environment support

~~O.~~P. Transfer of the operation of public administration information systems into eGovernment cloud:
- Analysis of possibilities of migration to eGovernment cloud for institutions of public administration
- Migration of information systems of public administration to eGovernment cloud
- Ensuring the use of cloud services

SO 7.9

~~P.~~Q. Ensuring the comprehensive cyber security in society:
- Development of instruments for identification, monitoring and management of security incidents
- Provision of critical infrastructure
- Introduction of the EU Cyber Security Strategy
- Increasing overall awareness of cyber security and ensuring a basic level of cyber security education for public administration staff

A. Composition of electronic services into simplified life situations

More comfortable use of eGovernment will be achieved by the identification of suitable life situations, which a citizen can handle using electronic means. The aim is to simplify the handling of a situation and to automate the citizen and business service processes. From the viewpoint of a citizen, life situations will be implemented by linkage of eGov services from one or more public administration sections. The communication will have an interactive form and the citizen will provide new information only.

B. Deployment of innovative eGovernment services for citizens and businesses

Services with added value based on new available data in the areas such as health, increasing the transparency, social care, learning, employment, transport, security, support of business environment etc. will be identified. The analysis of suitable eGov services suitable for the transfer to a proactive level will be implemented. On the side of information systems of public administration the redesign of services will be implemented with regard to a suitable level of proactivity. The area of alerts and warnings for citizens will be solved as well. The selected institutions of public administration will monitor factors that influence the life in individual locations and provide this information in the form of alerts and warnings. The data collection processes will be automated and a single system for communication of these messages will be developed. The public administration institutions will introduce services based on the interpretation of spatial information which will open new opportunities for innovation and simplification of life of citizens and business.

C. Deployment of services and applications for mobile government

Intelligent mobile devices already have a sufficient capacity for difficult operations and are suitable for work with cloud applications. The determination of life situations, for which interaction with a citizen via a mobile device is suitable, has primary importance. Moreover, a platform for development and

deployment of mobile applications and services will be created. The development of services for mobile government will involve the change of user interface with regard to the capacities of mobile devices. Mobile services and applications will support the generation of contents and the use of positioning, interactive communication with public administration will be introduced, which will significantly improve the granting of approvals on the part of a citizen, and mobile payments for services of public administration will be introduced. The use of a mobile device as a means of identification and authentication in eGovernment will be permitted.

D. Crossborder compatibility

The implementation of services will take into account the need of crossborder interoperability to make selected services accessible for the population of EU. During their implementation stress will be put on overcoming of conceptual, economic, legislative, technological and semantic barriers. The crossborder provision of eGovernment services will be based on an interoperable identification and authentication.

E. Support for building smart cities and regions

Building comprehensive ICT platforms within places linking individual urban information systems at different levels, including external integration, including sensors and devices needed to gather and deliver data. Creating additional applications and electronic services for citizens and businesses using the data that the city or city individual urban systems produce and creating conditions for the creation of such applications.

~~E.~~F. Development of a concept for generation and use of open data

The first step in the area of open data will be the development of an exact concept for their use in public administration, which will consist of classification of public administration data, their analysis and proposal of possibilities for their use and generation, starting with data with the highest potential. The method of deployment in processes and systems of public administration institutions will be defined and standards, rules and licence policies introduced.

~~F.~~G. Development of central platform for sharing, integration and data quality management with an emphasis on open data

A single central platform providing a catalogue for open data will be developed. This platform will contain interfaces for access to data and the data storage functionality. Institutions centrally storing data will gain instruments for work with these data. The users will thus have a standardised procedure for publication of the form of access to open data, including their data model.

~~G.~~H. Implementation of measures and instruments sharing, integration and data quality management with an emphasis on open data

The analysis of systems at procedural, application and technological level will be implemented in public administration institutions with the aim to identify the type of data that can be generated and the method of their generation. Sources of data available or suitable for generation will be determined. The quality of data sources and their priorities in terms of use will be identified. Information systems of public administration will be built and modified to be prepared for open data, to publish information on their data in the central platform and to provide content. Correction and analytical instruments will be used in the process of open data generation with the aim to guarantee the proper publication of data. A sufficient quality of existing data will be ensured by consolidation of data sources. Interfaces making data available for automatic use will be also implemented.

~~H.~~I. Development of digital skills simplified access to the Internet and information and services of public administration for disadvantaged groups

In the framework of activities the situation in the area of accessibility of the internet environment of public administration will be monitored and analysed, in particular for the purpose of its improvement and harmonisation according to standards of WCAG 2o.0. Services suitable for implementation according to the concept “Design for all” will be identified. This concept applies principles and instruments for creation of a universal design that is able to address a wide range of human abilities, requirements and preferences. Subsequently, these services will be adapted to meet the specified

requirements. For individual categories of disadvantaged groups suitable platforms of assisted social networks for problem sharing and search for guidance how to actively participate in social and economic life, will be identified.

The use of simplified services is influenced by both digital skills and disadvantaged groups. For this purpose, target groups will be supported by introducing sustainable models of assistance, assistance and infrastructure availability in order to increase the benefits of participation in the digital market.

~~I.~~J. Introduction of instruments for support of assisted life and telemedicine

Instruments will be developed to involve disadvantaged groups and if appropriate their nurses (assistants) in social and working life. Conditions for provision of assisted life services will be created. Thanks to deployment of telemedicine services some of health care services, especially monitoring of patients with chronic diseases, can be provided remotely in their homes. Services of telemedicine will be introduced and integrated in the health care processes.

~~J.~~K. Modernisation of functioning of public administration in the performance of agenda through ICT

In the framework of activities the support of ICT for reform of public administration will be implemented. The client centres with qualified staff will be equipped by ICT for provision of customer service and access to remote systems and databases. Information systems deployed in the centres will implement a uniform approach to provision of public administration services. The objective is to solve each problem related to public administration on the place of provision of assisted services.

Modern information-communication technologies such as queue management systems and a centralised citizen relationship management system will be used for management of services provided to clients. It will offer standardised processes for addressing every life situation of a citizen. During the provision of service itself, automated communication with agenda information systems in public administration will be ensured, while generating electronic tasks for employees handling the practical agenda in the background.

In order to be able to efficiently handle the proceedings requested through processes of the front office (i.e. the place of provision of service), it will be necessary to standardise the tasks performed by public administration. Process maps for every agenda will be introduced to allow effective management of these tasks. Information systems of public administration will be adapted to enable such implementation of processes.

Moreover, information systems for support of management of the quality of public administration will be implemented. The ICT-based task assignment will allow gaining of information about activities carried out in the proceedings of public administration and monitoring of performance indicators for economic and procedural areas. In order to be able to effectively handle related agendas the data integration of information systems of public administration will be necessary.

~~K.~~L. Optimising the supporting and administrative activities through ICT

In the framework of public administration reform the supporting processes and operations will be centralised. Specialised organisational units focusing the specific competence of methodological and procedural support and equipped by information instruments for handling of requests will be established in organisations of public administration. Consolidated information systems will be introduced for performance of supporting and administrative activities that will be provided to applicants in public administration in the form of *Software-as-a-service*.

~~L.~~M. Supporting the use of knowledge in public administration

Systems will be implemented to enable comprehensive work with information and large volumes of data, especially in the area of detection of fraud, risk analyses and simulation of policy impacts. All knowledge generated in public administration will be accessible for sharing – collaboration platform for knowledge sharing will be developed. The enhancement of competences of public administration will also be achieved through development of the central eLearning instrument.

~~M.~~N. Developing the concept for implementation and operation of eGovernment cloud

A strategy defining concrete activities allowing the provision of cloud services in public administration will be elaborated. The legislative changes will be implemented and individual roles and responsibilities defined. The next step will be elaboration of standards and rules for provision of services: characteristics of provided services; conditions of provision of services; method of enforcement of rights and obligations etc.

A process model of functioning of cloud services will be developed and competence for supervision of use of cloud services will be defined. The objective is to develop a standardised classification of services by level of quality and security. Individual information systems of public administration will impose different requirements for the quality of services and the level of security. The classification of data of information systems in public administration will be implemented in terms of the sensitivity and criticality of data.

In the framework of activities the role of Managing Authority for cloud services will be assigned. The Managing Authority will be responsible for maintenance of relations between the Operator and the User of cloud services. MA will have instruments for monitoring of use of cloud services and their performance and for management of supplies.

A catalogue of available services will be elaborated. It will serve for gaining access to services and allow at least the provision of information on the current portfolio of cloud services, ordering of services, reporting of issues, keeping track of the amount of consumed resources, payment for consumed resources. A single system for monitoring of infrastructure, availability and application performance of services and individual IS in the cloud environment will be developed; this system will enable reporting of incidents, issues and changes.

~~N.~~O. Establishing the Operators of cloud services

Selected institutions of public administration will be transformed into operators of eGovernment cloud services. These operators of cloud services will build data centres, develop infrastructure and create resources required for provision and operation of cloud services.

The rules will be set for coordination of the increase in computing capacities of the individual operators, the management of load between them and of the overall demand for, and supply of, infrastructure services.

Based on a detailed classification of information systems data of public administration, the types of safe repositories and the related security requirements will be proposed.

~~O.~~P. Transfer of the operation of public administration information systems into eGovernment cloud

Individual information systems of public administration will migrate to the eGovernment cloud. In cases where it is organisationally possible and economically advantageous, consolidation and re-usability of infrastructure of the obliged parties in the data centres of the operators of eGovernment cloud services will be ensured. Desktop virtualisation and the deployment of simple terminals and clients instead of PCs represent further options for reducing the operating costs of information and communication technologies.

Competences in order to supervise the use of cloud services will be established – by assigning the cloud auditor role. In order for this solution to be sustainable, a pricing model is necessary to serve as the basis for the billing of the individual types of services. The goal is to ensure an economic operation of infrastructure - it will be more advantageous to use cloud services than operate one's own infrastructure at one's own cost.

~~P.~~Q. Ensuring the comprehensive cyber security in society

For information systems of public administration instruments for early identification of attacks and incidents will be deployed, where appropriate. In the framework of protection of the information environment it will be necessary to develop exact processes for handling of a security breach to ensure the highest possible level of business continuity of information systems and to minimise impact of the security incident. Information on any security incident must be collected on the platform of cyber

security and evaluated. In order to collect a large quantity of data in time, attacks against adequately prepared systems should be simulated.

Operators of critical infrastructure in some sectors of public administration must adopt procedures for risk management and submit reports on major security incidents on their main services. A single system for monitoring of critical infrastructure will be developed. By analysing data, systems and their functioning, as well as by keeping pace with global trends in terms of security, the mechanisms of early identification of incidents and measures for handling emergency situations will be prepared. The aim is to cover areas such as identification and analysis of a security breach; deployment of counter-actions; putting the systems under control, ensuring business continuity and the removal of consequences.

A system of regular checks of compliance with the measures and audits (including the proposed audit measures) will be developed for the above areas.

Target groups:	- General public, disadvantaged groups, public administration organisations
Target territories:	- NUTS 1
Beneficiaries:	- e.g. budgetary organisation, semi-budgetary organisation, Social and health insurance companies, other entities entered in the statistical register of organisations in the sector of public administration, municipality, higher territorial unit, joint-stock company according to Act No 513/1991 Coll. (except for state aid schemes), association (society, union, club etc.) according to Act No 83/1990 Coll., interest group of legal persons according to Act No 40/1964 Coll., association of communities according to Act No 369/1990 Coll., educational institutions established under a special regulation, social service facilities, other entities established by law

2.7.4.3 Main rules of selection of projects

With the aim to ensure an effective and transparent drawing of EU funds allocated for the priority Axis 7 of OPII the Intermediary Body will draw up the Selection and Evaluation Criteria for projects. Like in the programme period 2007 – 2013, these criteria and their potential updates will be subject to the approval of the Monitoring Committee for OPII.

In relation to supported activities of OPII individual beneficiaries will be determined in advance and in view of their unique position and function (e.g. on the basis of competences resulting for them from special regulations and approved by the monitoring committee) invited in writing to submit the project application forms, or they will be determined by selection in case of demand-driven projects.

In relation to written invitations the following principles will be taken into account:

- The possibility of the awarding authority to react to potential required changes in the published invitation in accordance with principles of transparency, non-discrimination and equal treatment;
- Provision of continuous access of the public to financing from EU sources in case of activities that involve wider competition;
- Setting of transparent and objective conditions the verification of which is required for financing of national projects, while putting stress on solid preparation of these projects;
- Preparation of relevant written invitations will be through the Internal Supervisory Monitoring Committee and the Steering Committee for feasibility studies coordinated with the Managing Authority for the Operational Programme "Effective Public Administration" so that the relevant written invitations requests under this investment priority are made in connection with the results of operations under the Operational programme "Effective Public Administration";
- Obligation of the beneficiary to earmark 3% of the eligible costs of the project for the implementation of management standards for the information - technology projects that will

ensure active participation in project management and comprehensive management of development of the information society and publicity;
- Feasibility studies will be subject to an assessment and approval by the Steering Committee;
- Projects will be managed in accordance with the management standards for the information - technology projects;
- Projects will be subject to an assessment by two independent evaluators.

In the selection of projects the properly adjusted approval process will play the key role with the aim to ensure a transparent and effective selection process by defining clear and objective criteria of selection of operations that allow the objective assessment and evaluation of the contribution of the project to the implementation of specific aims of the operational programme through:

- clearly defined format of the project;
- evaluation criteria that will be approved depending on the character of priority axis/specific aim and focused on target assessment of the contribution of a group of projects with similar content to these aims;
- set of remedies.

2.7.4.4 Planned use of financial instruments

Financial instruments may be used to support the implementation of those activities where the efficient use of funds from the ESIF, and this particular form of aid, will be demonstrated. In the case of economically-viable projects, where the return on investments or cost savings are expected, financial instruments represent a more appropriate form of support, avoiding market distortion. The financial instruments will focus on the support of those activities, which do not find financing on the market or do not find adequate financing upon which their implementation would be efficient.

The possibility of using revolving funds, while contributing to the objectives of the priority axes, belongs to the benefits of the use of financial instruments. The other benefits of the use of financial instruments include the opportunity to increase financial resources to achieve the specific objectives of the programme by the means of attracting additional capital based on an appropriate setting of these instruments. Attracting additional capital is necessary also with respect to the insufficient amount of funds from the ESIF to cover all investment needs in the areas concerned. Participation by private investors may also contribute towards quality improvement of project implementation, and thus additionally contribute to more efficient use of funds. With the use of financial instruments, it will be possible to support the relevant activities with appropriate financial products (loans, guarantees, capital contributions, mezzanine funds and other). Specific activities, appropriate amount of funds and the conditions for implementing specific financial instruments, including the expected leverage of allocated ESI Funds as well as combinations with other forms of support, will be based on the ex ante assessment of financial instruments, required under Article 37(2) of the CPR for financial instruments in the 2014 – 2020 programming period.

2.7.4.5 Planned use of major projects

In the framework of Investment Priority 2c) Strengthening ICT applications for e-government, e-learning, e-inclusion, e-culture and e-health no major projects are envisaged.

2.7.4.6 Output indicators at the level of investment priority and category of region

~~Tab. 67~~Tab. 68 Specific output indicators of investment priority 2c), SO 7.3 Enhancing the quality, standard and accessibility of the eGovernment services for businesses

ID	Indicator (name of indicator)	Measuring unit	Fund	Category of regions	Target value (2023)	Data source	Reporting frequency
1.	Number of new simplified life situations, realized by combination of electronic services for businesses	number	ERDF	*Less developed regions*	9	IBMA	Annually during the implementation of project

2.	Number of new cross-border services for businesses	number	ERDF	*Less developed regions*	12	IBMA	Annually during the implementation of project
3.	Share of additional eGovernment services for businesses that may be handled through the use of mobile applications	%	ERDF	*Less developed regions*	40 % of the list of eGovernment services (except for services related to publication of information)	IBMA	Annually during the implementation of project

~~Tab. 68~~Tab. 69 Specific output indicators for investment priority 2c), SO 7.4: Enhancing the quality, standard and accessibility of eGovernment services for citizens

ID	Indicator (name of indicator)	Measuring unit	Fund	Category of regions	Target value (2023)	Data source	Reporting frequency
4.	Number of new simplified life situations realized by combination of electronic services for citizens	number	ERDF	*Less developed regions*	16	IBMA	Annually during the implementation of project
5.	Number of new cross-border services for citizens	number	ERDF	*Less developed regions*	10	IBMA	Annually during the implementation of project
6.	Share of additional eGovernment services for citizens that may be handled through the use of mobile application	%	ERDF	*Less developed regions*	20 % of the list of eGovernment services (except for services related to publication of information)	IBMA	Annually during the implementation of project

~~Tab. 69~~Tab. 70 Specific output indicators for investment priority 2c), SO 7.5: Improving the overall availability of public administration data in the form of open data

ID	Indicator (name of indicator)	Measuring unit	Fund	Category of regions	Target value (2023)	Data source	Reporting frequency
7.	Additional share of public institutions interconnected with the central platform for data integration and the central open data platform	%	ERDF	*Less developed regions*	99.9 % of public institutions that generate open data	IBMA	Annually during the implementation of project
8.	Number of new datasets published in the format with high potential for re-use	%	ERDF	*Less developed regions*	70 % of datasets	IBMA	Annually during the implementation of project

~~Tab. 70~~Tab. 71 Specific output indicators for investment priority 2c), SO 7.6: Promoting digital skills and including disadvantaged individuals into the digital market

Item	Indicator (name of indicator)	Measuring unit	Fund	Category of regions	Target value (2023)	Data source	Reporting frequency
9.	Increased usage of electronic services by disadvantaged groups	%	ERDF	Less developed regions	35 %	IBMA	Annually during the implementation of project

10.	Increase the number of disadvantaged individuals benefiting from the use of assisted life tools or participation in the digital market	Number	ERDF	Less developed regions	25 000	IBMA	Annually during the implementation of project

~~Tab. 71~~Tab. 72 Specific output indicators for investment priority 2c), SO 7.7 Enabling modernisation and rationalisation of public administration ICT means

Item	Indicator (name of indicator)	Measuring unit	Fund	Category of regions	Target value (2023)	Data source	Reporting frequency
	Number of new optimised administrative units	Number	ERDF	Less developed regions	60	IBMA	during the implementation of project
12.	Number of additional administrative units using analytical systems in the decision-making process (e.g., for the purpose of risk analysis)	Number	ERDF	Less developed regions	77	IBMA	Annually during the implementation of project
13.	Number of additional centrally used support systems of internal administration within the PAIS (e.g. as services in SaaS cloud)	Number	ERDF	Less developed regions	7	IBMA	Annually during the implementation of project

~~Tab. 72~~Tab. 73 Specific output indicators for investment priority 2c), SO 7.8 Rationalizing the operation of information systems by eGovernment cloud

Item	Indicator (name of indicator)	Measuring unit	Fund	Category of regions	Target value (2023)	Data source	Reporting frequency
14.	Additional share of central government ~~institutions~~ authorities participating in the eGovernment cloud	%	ERDF	Less developed regions	100	IBMA	Annually during the implementation of project

~~Tab. 73~~Tab. 74 Specific output indicators for investment priority 2c), SO 7.9 Increasing cyber-security in society

Item	Indicator (name of indicator)	Measuring unit	Fund	Category of region	Target value (2023)	Data source	Reporting frequency
15.	Additional share of public sector information systems equipped with tools for identifying, monitoring and managing security incidents	%	ERDF	Less developed regions	80	IBMA	Annually during the implementation of project

2.7.5 Performance framework of priority axis

~~Tab. 74~~Tab. 75 Performance framework of Priority Axis 7

Implementation step, financial indicator, output or result indicator	No.	Indicator or implementation step	Measuring unit	Fund	Category of regions	Partial target for the year 2018	Final target	Data source	Justification of selection of indicators
Financial indicator	1.	Total amount of eligible costs certified by the Certification Body and submitting payment requests to the European Commission	EUR	ERDF	Less developed regions	139 097 309	927 155 226	IBMA OPII	Basic financial indicator of progress of the priority axis
Output indicator	2.	Number of additional centrally used support systems of internal administration within the PAIS (e.g. as services in SaaS cloud)	Number	ERDF	Less developed regions	2	7	IBMA OPII	Core investment activity within PA7
Output indicator	3.	Additional share of central government ~~institutions~~ authorities participating in the eGovernment cloud	%	ERDF	Less developed regions	30	100	IBMA OPII	Core investment activity within PA7

2.7.6 Categories of interventions

~~Tab. 75~~Tab. 76

Dimension 1 – Intervention Field		
Fund	ERDF	
Category of region	Less developed regions	
Priority Axis	**Code**	**Amount (EUR)**
Priority Axis 7 – Information society	045	71 815 190
	046	8 500 000
	048	180 004 581
	078	352 459 516
	079	45 301 460
	080	50 000 398
	081	70 000 598
	082	10 000 199

~~Tab. 76~~Tab. 77

Dimension 2 – Form of finance		
Fund	ERDF	
Category of region	Less developed regions	
Priority Axis	**Code**	**Amount (EUR)**
Priority Axis 7 – Information society	01	788 081 942

~~Tab. 77~~Tab. 78

Dimension 3 – Territory Type	
Fund	ERDF
Category of region	Less developed regions

Priority axis	Code	Amount (EUR)
Priority Axis 7 – Information society	07	707 766 752
	03	80 315 190

~~Tab. 78~~Tab. 79

Dimension 4 – Territorial delivery mechanisms		
Fund	ERDF	
Category of region	Less developed regions	
Priority Axis	**Code**	**Amount (EUR)**
Priority Axis 7 – Information society	07	788 081 942

2.7.7 Survey of planned use of technical assistance including, where appropriate, actions for strengthening the administrative capacity of bodies involved in management and control of the programme, and of beneficiaries (where appropriate)

Within the preparation of written calls and project application, the IBMA will define an obligation to the beneficiaries to earmark a certain amount of eligible project expenditures for ensuring the quality of project management, including the obligation of the beneficiary to earmark 3% of eligible project expenditures for the implementation of standards information - technology projects management to ensure the active participation of the project management and comprehensive management of the information society and publicity.

Description of priority axes for technical assistance

2.8 Priority Axis 8 – Technical assistance

ID of priority axis	**8**
Name of priority axis	Technical assistance

2.8.1 Fund, category of region and basis for calculation of EU support

Fund	ERDF
Category of region	Less developed
Basis for calculation (total contribution)	EUR 102 352 942

2.8.2 Specific objectives for investment priorities and expected results

SPECIFIC OBJECTIVE 8.1: ***Support of effective implementation of OP***

The aim of Priority Axis 8 is to support the quality of implementation of OP in order to achieve all objectives of OPII set for the transport sector and information society.

The attainment of specific aims of the individual priority axes will be supported by the implementation of processes at all levels of implementation of OP (preparation, management, monitoring, evaluation, providing information and communication, building of networks, handling of complaints, control and audit), by providing support to units involved in the implementation of OP at the level of managing and control bodies (MA OPII, IBMA, Payment Unit of MA OPII/IBMA OPII, internal control and audit), as well as to eligible beneficiaries.

Activities related to achievement of the specific aims of the Priority Axis 8 and related types of costs will also be eligible for the preparation of the following programming period and gradual termination of assistance of the 2007 – 2013 programming period. Moreover, given the fact that OPII continuously builds on the Operational Programme Information Society 2007 – 2013 (hereinafter referred to as "OPIS"), expenditure incurred after 31 December 2015 relating to operations necessary for the OPIS closure (e.g. reporting, evaluating) will be covered from the OPII technical assistance. The eligible expenditure shall be reimbursed to the Government Office of the Slovak Republic, which acts as Managing Authority for the OPIS.

Since in the case of PA 8 the operations carried out relate to more than one category of regions, the expenditure related to these operations will be allocated on a pro rata basis within the meaning of Article 119 (4) of the General Regulation. The principle of proportional financing is applied at a flat rate for all PO 8 projects, at 3.45% of the total project cost. Expenditure incurred by MA OPII will be paid from national public sources in addition to compulsory co-financing.

The PA 8 is about to create conditions for the MA OPII supporting successful implementation at two levels. The former is contribution to improve preparatory and implementation of investment projects and the latter is contribution to managing and control processes within OPII. Named operational programme is specific for challenging preparatory and implementation of large investment projects which must fulfil many difficult environmental, legal or strategic conditions. That is why Priority Axis emphasises ensuring quality and sufficient staffing capacity disposing necessary conditions for high quality performance. Basic assumption for operational programme´s implementation is stabilization of administrative capacity and availability of adequate technical and technological background. Connection to the external expertise – studies, analysis, evaluations, consultations and sharing of new information and knowledge, is crucial. The set of such measures is to support the raise of total OP projects successful implementation achievement.

Based on the experience from the previous programming period, increased attention will be paid to the support of beneficiary in the process of project implementation. As a key factor of project implementation continuity was identified payment application process. In all OPII Priority Axes deadlines for approval of payment application will be monitored.

Anti-corruption and anti-fraud measures in accordance with Article 125 (4) (c) CPR will be defined by the CCA. In addition, anti-corruption and anti-fraud measures will be ensured also through Prevention of Fraud Action Plan created for OPT 2007 - 2013 and elaborated as an output of internal risk analysis aimed to eliminate problems and shortages in drawing of allocated EU resources and to reduce possible corruption and fraud suspicions. This document identifies problems that occur in implementation and suggests adequate measures to reduce corruption, fraudulent acts and irregularities in use of EU and state budget funds.

Specific objective 8.1 is to provide support for effective OP implementation through 3 key areas:

- Stabilization and training of administrative capacities,
- providing technical equipment and technological support for units involved in OP implementation,
- support for OP implementation through networking and using of external capacities.

~~Tab. 79~~Tab. 80 List of result indicators related to specific aim 8.1

Item	Indicator	Measuring unit	Basic value	Basic year	Target value (2023)	Data source	Reporting frequency
1.	Fluctuation rate of administrative workers	%	12,1	2013	9,07	MA/IBMA OPII	annually
2.	Projects implementation success rate	%	86,65	2013	90	MA/IBMA OPII	annually

2.8.3 Activities to be supported and their expected contribution to the specific objective

A. Reimbursement of salaries for administrative workers involved in the implementation of the OP,
B. Enhancement of professional and language skills of administrative workers involved in the OP implementation,
C. Providing technical equipment and technological support for units involved in the OP implementation,
D. Information exchange at the level of departments and organizations involved in the OP implementation, the issue of EU funds and issues in the field of transport and the information society,
E. External support for OP implementation.

A. Reimbursement of salaries for administrative workers involved in the implementation of the OP

In the form of: remuneration of administrative workers competing with the private sector by reimbursement of administrative workers´ salaries involved in the OP implementation (wage costs, bonuses, contributions paid by the employer, agreements outside the employment relationship)

With the aim to involve professionals in the implementation of OP and thus increase the quality of its implementation, which is directly related to a quality human capital; the result will be stabilised and erudite administrative workers.

In the selection of administrative workers the principle of gender equality, equality of opportunities and the principle of prevention of discrimination will be applied.

B. Enhancement of professional and language skills of administrative workers involved in the OP implementation

In the form of domestic and foreign training, courses, seminars, workshops and visits aimed to professional subjects concerning the EU funds and the area of transport and information society, and to increasing the EU official language skills.

With the aim to enhance the professionalism of administrative workers leading to more effective reaction to situations in the implementation of the OP and to improve the communication of administrative workers with European institutions and partners from other EU Member States.

C. Providing technical equipment and technological support for units involved in the OP implementation

In the form of material, technical and operational support in the form of computers and telecommunication technology, office equipment and supplies, vehicles and other equipment to support project management for bodies involved in the OPII implementation.

With the aim to improve labour conditions and enhance of quality and pace of tasks related to OPII implementation and enhancing of OPII implementation efficiency.

D. Information exchange at the level of units and organisations involved in the implementation of OP, issues of EU funds and issues in the area of transport and information society

In the form of monitoring committees of OP, coordination meetings, conferences, seminars, domestic and foreign negotiations, business travels related to the review of projects

With the aim to improve and accelerate the communication of OP at the level of units and organisations supporting the implementation of OP and hence to improve the manner and accelerate management of situations regarding the OP implementation.

E. External support for the OP implementation

In the form of elaboration of studies, evaluations, opinions, positions, analyses, strategic and methodological documents and other materials supporting the implementation of OP; professional and legal consulting services supporting the implementation of OP; translation and interpreting services related to the implementation of OP.

With the aim to increase the quality of processed documents and processes of preparation and implementation of projects and thus to ensure faster approbation of projects and their successful implementation leading to the attainment of targets of the respective priority axes; to increase the quality of documents and processes by involvement of external professionals in the implementation of OP.

SPECIFIC OBJECTIVE 8.2: ***Increasing the public awareness of EU support for OP through an effective communication of OP***

Another objective of the technical assistance is to ensure effective communication to the public, i.e. the funds of technical assistance will also be used for spreading of information of the EU support, with which SR implements projects aimed to the development of transport and information society.

Activities related to achievement of the specific objectives of the PA 8 and related types of costs will also be eligible for the preparation of the following programming period and gradual termination of assistance of the 2007 – 2013 programming period.

A portion of funds of technical assistance will be used for an effective communication of OP at the level of MA OPII, IBMA and eligible beneficiaries with the aim to ensure the publicity and awareness of the population of EU contributions to the development of the transport system and building of information society in SR. The awareness of the public of the EU support will create conditions for improvement of the attitude and relation of the citizens to the EU.

~~Tab. 80~~Tab. 81 List of result indicators related to specific aim 8.2

No.	Indicator	Measuring unit	Basic value	Basic year	Target value (2023)	Data source	Reporting frequency
1.	Rate of public awareness about the possibilities of financing from the OP	%	27.8	2013	33	Sociological survey	Biennial

Comment: Baseline value was set on the results of quantitative survey about awareness of Operational programme Transport conducted in 20013 (supported knowledge).

2.8.4 Activities to be supported and their expected contribution to the specific objective

- Launch of an internet portal of OP;
- Production and implementation of an information campaign aimed to the wide public (above-line, below-line communication, analysis of existing state, monitoring of efficiency of the campaign);
- Regular communication with representatives of media in the form of press releases and press conferences;
- Communication aimed to the expert public (publicity of OP on specialised conferences and in specialised publications);
- Activities relating to minimum measures in the area of information and publicity defined in Annex VI to the General Regulation at the level of the managing authority and beneficiaries.

A comprehensive proposal of communication activities aimed to the implementation of specific objective 8.2 will be defined in the **Communication Strategy of the OPII**.

~~Tab. 81~~Tab. 82 Output indicators for PA 8 – Technical assistance

No.	Output indicator	Measuring unit	Target value (2023) (optional)	Data source
1.	Number of administrative capacities financed from TA	number	N/A	MA/IBMA OPII
2.	Number of attended trainings, courses and seminars per employee	number	N/A	MA/IBMA OPII
3.	Number of coordination meetings, conferences and seminars related to OPII implementation	number	N/A	MA/IBMA OPII
4.	Rate of administrative capacity equipped with material and technical equipment of TA	%	N/A	MA/IBMA OPII
5.	Number of evaluations, analyses and studies	number	N/A	MA/IBMA OPII
6.	Number of information activities	number	N/A	MA/IBMA OPII
7.	Rate of key administrative procedures implemented on time	%	N/A	MA/IBMA OPII

2.8.5 Categories of interventions

~~Tab. 82~~Tab. 83

Dimension 1 – Intervention Field		
Fund	ERDF	
Category of region	Less developed	
Priority axis	**Code**	**Amount (EUR)**
Priority Axis 8 – Technical assistance	121	45 716 666
	122	19 366 667
	123	21 916 667

~~Tab. 83~~Tab. 84

Dimension 2 – Form of finance		
Fund	ERDF	
Category of region	Less developed	
Priority axis	**Code**	**Amount (EUR)**
Priority axis 8 – Technical assistance	01	87 000 000

~~Tab. 84~~Tab. 85

Dimension 3 – Territory Type		
Fund	ERDF	
Category of region	Less developed	
Priority axis	**Code**	**Amount (EUR)**
Priority axis 8 – Technical assistance	07	87 000 000

3 Financial Plan of the Operational Programme

3.1 Overview by year, the total amount of funds proposed for support from individual funds with the definition of an equivalent amount of the performance reserve (the EU source)

~~Tab. 85~~Tab. 86 Funds of each fund and amounts for the performance reserve

Fund	Categories of regions	2014		2015		2016		2017		2018		2019		2020		TOTAL	
		Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve
ERDF	*Less developed*	193 354 245	12 643 177	202 992 295	13 273 396	212 758 505	13 911 996	218 409 259	14 291 195	228 638 336	14 960 255	239 596 691	15 677 006	245 501 712	16 063 329	**1 541 251 043**	**100** 820 354
CF	*N/A*	267 925 106	17 101 602	282 181 260	18 011 570	296 590 745	18 931 324	310 270 527	19 804 502	324 312 761	20 700 815	339 944 875	21 698 609	347 485 542	22 179 928	**2 168 710 816**	**138 428 350**
Total	**-**	**461 279 351**	**29 744 779**	**485 173 555**	**31 284 966**	**509 349 250**	**32 843 320**	**528 679 786**	**34 095 697**	**552 951 097**	**35 661 070**	**579 541 566**	**37 375 615**	**592 987 254**	**38 243 257**	**3 709 961 859**	**239** 248 704

3.2 Financial Plan of the Operational Programme determining the total amount of support for the 2014 – 2020 programming period from each Fund as well as the amount of national cofinancing at the level of the programme and individual priority axes (EUR)

~~Tab. 86~~Tab. 87 Financial Plan of the OPII

Priority axis	Fund	Category of regions	Basis for calculation of EU support (total eligible costs or public eligible costs)	EU support	National cofinancing	Indicative division of national cofinancing		Total financing	Rate of cofinancing	For Information	Main allocation		Performance reserve		Performance reserve (EU support) as a percentage of total EU support for priority axis
						National public financing	National private financing			Contributions of EIB	EU support	National cofinancing	EU support	National cofinancing	
				(a)	*(b) = (c) + (d)*	*(c)*	*(d)*	*(e) = (a) + (b)*	*(f) = (a) / (e)*	*(g)*	*(h) = (a) – (j)*	*(i) = (b) – (k)*	*(j)*	*(k)*	
PA 1	CF	*N/A*	Total eligible costs	725 839 166	128 089 265	128 089 265	0	**853 928 431**	85,0 %		682 288 816	120 403 909	43 550 350	7 685 356	6 %
PA 2	CF	*N/A*	Total eligible costs	1 142 500 000	201 617 648	201 617 648	0	**1 344 117 648**	85,0 %		1 073 950 000	189 520 589	68 550 000	12 097 059	6 %
PA 3	CF	*N/A*	Total eligible costs	322 350 000	56 885 295	56 885 295	0	**379 235 295**	85,0 %		303 009 000	53 472 177	19 341 000	3 413 118	6 %
PA 4	CF	*N/A*	Total eligible costs	116 450 000	20 550 000	11 555 883	8 994 117	**137 000 000**	85,0 %		109 463 000	19 317 000	6 987 000	1 233 000	6 %
PA 5	ERDF	*Less developed*	Total eligible costs	282 232 227	49 805 688	49 805 688	0	**332 037 915**	85,0 %		263 951 749	46 579 721	18 280 478	3 225 967	6,48 %
PA 6	ERDF	*Less developed*	Total eligible costs	484 757 228	85 545 394	85 545 394	0	**570 302 622**	85,0 %		453 358 992	80 004 529	31 398 236	5 540 865	6,48 %
PA 7	ERDF	*Less developed*	Total eligible costs	788 081 942	139 073 284	139 073 284	0	**927 155 226**	85,0 %		736 940 302	130 048 289	51 141 640	9 024 995	6,49 %
PA 8	ERDF	*Less developed*	Total eligible costs	87 000 000	15 352 942	15 352 942	0	**102 352 942**	85,0 %		87 000 000	15 352 942	0	0	-
Total	CF	*N/A*		**2 307 139 166**	**407 142 208**	**398 148 091**	**8 994 117**	**2 714 281 374**	85,0 %		**2 168 710 816**	**382 713 675**	**138 428 350**	**24 428 533**	**6 %**
Total	ERDF	*Less developed*		**1 642 071 397**	**289 777 308**	**289 777 308**	**0**	**1 931 848 705**	85,0 %		**1 541 251 043**	**271 985 481**	**100 820 354**	**17 791 827**	**6,14 %**
Total	ERDF	*Transition*		**0**	**0**	**0**	**0**	**0**			**0**	**0**	**0**	**0**	-
Total	ERDF	*More developed*		**0**	**0**	**0**	**0**	**0**			**0**	**0**	**0**	**0**	-
TOTAL				**3 949 210 563**	**696 919 516**	**687 925 399**	**8 994 117**	**4 646 130 079**			**3 709 961 859**	**654 699 156**	**239 248 704**	**42 220 360**	**6,06 %**

~~Tab. 87~~Tab. 88 Division of the Financial Plan of the Operational Programme by priority axes, financing, categories of regions and thematic objective

Priority axis	Fund	Category of regions	Thematic objective	EU support (EUR)	National cofinancing (EUR)	Total financing (EUR)
PA 1 – Railway infrastructure (TEN-T CORE) and renewal of rolling stock	CF	*N/A*	TO 7	725 839 166	128 089 265	853 928 431
PA 2 – Road infrastructure (TEN-T CORE)	CF	*N/A*	TO 7	1 142 500 000	201 617 648	1 344 117 648
PA 3 – Public passenger transport	CF	*N/A*	TO 7	322 350 000	56 885 295	379 235 295
PA 4 – Water transport infrastructure (TEN-T CORE)	CF	*N/A*	TO 7	116 450 000	20 550 000	137 000 000
PA 5 – Railway infrastructure and renewal of rolling stock	ERDF	*Less developed*	TO 7	282 232 227	49 805 688	332 037 915
PA 6 – Road infrastructure (outside TEN-T CORE)	ERDF	*Less developed*	TO 7	483 757 228	85 545 394	570 302 622
PA 7 – Information society	ERDF	*Less developed*	TO 2	788 081 942	139 073 284	927 155 226
PA 8 – Technical assistance	ERDF	*Less developed*	N/A	87 000 000	15 352 942	102 352 942
Total OPII	-	-	-	**3 949 210 563**	**696 919 516**	**4 646 130 079**

~~Tab. 88~~Tab. 89 Indicative allocation for the support of aims in the area of climate change

Priority axis	Indicative allocation for the support of aims in the area of climate change (EUR)	Percentage of total allocation for the operational programme (%)
PA 1 – Railway infrastructure (TEN-T CORE) and renewal of rolling stock	290 335 666	7,35%
PA 2 – Road infrastructure (TEN-T CORE)	8 000 000	0,20%
PA 3 – Public passenger transport	128 940 000	3,26%
PA 4 – Water transport infrastructure (TEN-T CORE)	46 580 000	1,18%
PA 5 – Railway infrastructure and renewal of rolling stock	112 892 891	2,86%
PA 6 – Road infrastructure (outside TEN-T CORE)	4 000 000	0,10%
PA 7 – Information society	0	0,00%
PA 8 – Technical assistance	0	0,00%
Total OPII	**590 748 557**	**14,96%**

4 Integrated approach to territorial development

4.1 Community-led local development

In accordance with Chapter 3.1.1 of the PA SR, the instrument "Community-led local development" is not applied in OPII.

4.2 Sustainable urban development

In accordance with Chapter 3.1.3 of the PA SR, the OPII is not relevant for the support of integrated measures of sustainable urban development.

4.3 Integrated territorial investment (ITI)

In accordance with Chapter 3.1.2 of the PA SR integrated territorial investments are not applied in OPII.

4.4 Measures for interregional and multinational actions under the operational programme, whose beneficiaries are situated at least in one other Member State

International and multinational actions are not applied in OPII.

4.5 Contribution of planned activities under the programme to strategies for macro-regions and maritime areas on the basis of needs of the programme area identified by the Member State

The basic territorial-planning document of the Slovak Republic is the Concept of Territorial Development of SR 2001 (KURS 2001)[44]. It is an instrument of territorial-planning policy that contributes to the development of the economic and social areas in society in line with requirements of sustainable development.

The experiences from the 2007 – 2013 programming period showed certain weaknesses, especially in the area of strategic planning and preparation of comprehensive territorial strategies. Without interconnection of activities related to decision-making at local, regional, national and European level individual projects with a lower influence on overall achievement of set aims are enforced.

For this reason **in the 2014 – 2020 programming period application of an integrated approach will be applied so that ESI funds contribute as much as possible to the objectives of the strategy Europe 2020**. **The purpose of the new approach is to ensure long-term economic and social effects of funds of the Common Strategic Framework.**

OPII-T has a specific position in the system of operational programmes 2014 – 2020 in relation to territorial development. Unlike the 2007 – 2013 programming period, in this period more strict criteria for placement of resources were determined. **Investments in transport should be directed to building of quality infrastructure that improves the accessibility and interconnection of regions, increases their attractiveness and lays foundation for higher competitiveness, business development, creation of new jobs and hence for the economic growth. It is necessary to also focus on the urban dimension of transport, which is important for achievement of sustainable mobility of large urbanised areas.**

At the same time, investments in transport must take into account the key priorities identified in the sector with the priority on the orientation to building of the TEN-T core network in accordance with the Union guidelines for the development of the trans-European transport network (Regulation No. 1315/2013).

In line with the requirement of the Commission for improvement of strategic planning MTC SR developed a national transport strategy (**Strategic plan)** in 2013. The document identifies national needs

[44] As amended by Regulation of the Government of the Slovak Republic No 461/2011 Coll. of 16 November 2011, amending and supplementing the binding part of the Concept of Territorial Development of Slovakia 2001.

in the sector until 2020 (2023). It comprehensively solves the network needs of all types of transport/systems in SR, including further areas such as provision and financing of transport services and setting of internal mechanisms for organisation of transport operation at urban, regional and national level. **The document also determines priority corridors and transport projects that have a decisive importance for the growth of economy and improvement of mobility SR and to which the support will be directed.**

In order to achieve sustainable urban development SUMPs will be developed on the city level, which should contribute to the creation of sustainable urban systems in urban agglomerations. Sustainable transport system should fulfil economic, social and environmental needs of society while minimising of its undesirable impacts on the economy, society and environment. Through SUMPs, which use an integrated approach in planning, an improvement in mobility and accessibility of the transport system should be achieved, as well as reduction of air pollution, greenhouse gas emissions and energy consumption and noise load. In addition, improved efficiency and reduction of costs of transporting passengers and goods should improve and contribute to increased attractively of transport and quality of life in urbanised areas. Planning of sustainable urban mobility offers the opportunity to react to challenges associated with climate change.

Development of SUMPs for all important agglomerations in the SR will be financed by the MA IROP. In relation to planned activities of MTC it will be important for SUMPs to serve as a data and decision-making basis in the creation of the second phase of the Transport Strategy (also see Chapter 1.1.1.3).

From other important sub-strategies of OPII-T constituting a subset of the main strategy in the area of territorial development we can mention the development of the Danube area (Danube Strategy) and development of specific transport-gravity nodes (nodes of Bratislava, Žilina and Košice).

The development of the Danube waterway, creation of conditions for securing the navigability of the Danube and construction and modernisation of public ports infrastructure will stimulate the development of the entire region. It is important to use the potential of Danube navigability in its original flow, including development of TEN-T, which would reduce the load of transit roads of the region, mainly from heavy road transport, which should have beneficial results on the environment and also will enable a cost-effective transport of goods.

Information society

Results and objectives of Priority axis 7 will be achieved mainly by the implementation of national projects, where the target group are all citizens and businesses irrespective of their residence/registered office. As for activities that will be directed to defined territorial areas, it is necessary to mention the development of national regional optical networks (through national projects) and building of access networks in the areas of market failure (through demand-driven projects) under IP 2a).

5 Specific needs of geographic areas most affected by poverty or target groups most endangered by discrimination or social exclusion

5.1 Geographic areas most affected by poverty/target groups most endangered by discrimination or social exclusion

In the SR an integrated approach to solving specific needs of geographic areas most affected by poverty or of target groups most endangered by discrimination or social exclusion will be implemented for the target group of marginalised Roma communities (hereinafter "MRC"). In compliance with the principle "special but not exclusive focus" activities focused on Roma (mainly MRC) will be supported, while they will not exclude other persons, who are based in a similar socio-economic situation.

In conditions of SR groups most affected by poverty are segregated and separated Roma communities whose spatial distribution is identified by the Atlas of Roma communities 2013 at the level LAU 2[45]. The integrated approach at the level of SR will be implemented especially in the framework of the Operational Programme Human Resources through ESF and ERDF.

5.2 Strategy for solving specific needs of geographic areas most affected by poverty/target groups most endangered by discrimination or social exclusion

The Strategy of the Slovak Republic for Integration of Roma until 2020[46] and the Revised National Action Plan of the Decade of Roma Inclusion 2005 – 2015 for the period 2011 – 2015[47] is in line with the Council recommendations on effective Roma integration measures in the member states[48] and the Social Investment Package[49]. An integrated approach to inclusion of MRC population will be achieved by provision of investment support for four measures (learning, employment, housing and health care).

Through OPII it will be possible to partially contribute to the increase of employment of MRC, especially in the phase of construction implementation of transport projects. In OPII the social aspect will be used in public procurement, which should bring higher participation on the labour market for not only MRC but also other groups at risk by poverty and social exclusion, such as long-term unemployed. A higher participation of MRC, as well as other groups of population in danger of poverty and social exclusion on the labour market will create conditions for improvement of social situation and quality of life of these groups of population.

6 Specific needs of geographic areas with severely and long-term disadvantaged natural or demographic conditions

N/A

[45] Atlas of Roma communities 2013 (http://www.minv.sk/?atlas_2013)
[46] http://www.minv.sk/swift_data/source/romovia/dokumenty/StrategiaSR_integraciaRomov.pdf
[47] http://www.minv.sk/?romske-komunity-uvod&subor=160529
[48] COM(2013) 460 final http://ec.europa.eu/justice/discrimination/files/com_2013_460_en.pdf
[49] COM(2013) 83 final http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2013:0083:FIN:SK:PDF

7 Authorities and bodies responsible for management, control and audit and roles of respective partners

7.1 Identification of competent authorities and bodies

~~Tab. 89~~Tab. 90 Identification of competent authorities and bodies

Authority/body	Name of authority/body and unit	Manager of authority/body (position)
Managing Authority	Ministry of Transport and Construction of SR	Minister of Transport and Construction of SR
Certification Body	Ministry of Finance of SR Division of European Funds	Deputy Prime Minister and Minister of Finance of SR
Audit Authority *	Ministry of Finance of SR Division of Audit and Control	Deputy Prime Minister and Minister of Finance of SR
Authority to which EC will send payments	Ministry of Finance of SR Division of European Funds	Deputy Prime Minister and Minister of Finance of SR

* - subject financially independent from managing and certifying authorities defined by Member state for operational programmes and responsible for verifying effective functioning of system of management and control[50].

7.2 Involvement of respective partners in preparation of the operational programme and roles of partners in the implementation, monitoring and evaluation of the operational programme

7.2.1 Roles of respective partners in the preparation, implementation, monitoring and evaluation of the operational programme

The principle of partnership as one of basic principles of the EU Cohesion and Structural Policy plays an important role, not only in the preparation of the strategic document, but also in the following phases of implementation of the programme. In accordance with Article 5 of Regulation (EU) No. 1303/2013 of the European Parliament and of the Council, by delegated act of EC to the European Code for Partnership and by the CCB Guideline to the preparation of operational programme/programme for the 2014 – 2020 programming period, relevant partners were involved in the preparation of OPII in the effort to create a transparent environment for an effective and efficient management of its preparation.

By decision of the Minister of Transport, Construction and Regional Development of SR of 10 April 2013 the "*Managing Committee for preparation of Operational Programme Integrated Infrastructure in the Programming Period 2014 – 2020*" was established to ensure the preparation for drawing of EU funds in the programming period 2014 – 2020 for the area of transport and information society. The preparation means elaboration of OPII. The composition of the working group is indicated in Chapter 13.3.

In accordance with Article 5 of Regulation (EU) 1303/2013 of the European Parliament and of the Council MA OPII will continue applying the principle of partnership in the implementation, monitoring and evaluation of the programme. In accordance with Article 47 of Regulation (EU) 1303/2013 of the European Parliament and of the Council **MA OPII will set up a monitoring committee for OPII, not later within 3 months of the date of notification of the Commission decision adopting the operational programme**. The monitoring committee will provide main platform for monitoring and evaluation of process in the implementation of the OPII. The partners will supervise the effectiveness of the implementation and propose changes in chosen strategy if appropriate.

The composition of partners represented in the monitoring committee will reflect the character of the operational programme. Members of the committee will be representatives of MA, IBMA, CCA, CA, AA, representatives of relevant socio-economic partners, regional and local self-government, competent bodies of central government, economic and social partners, as well as representatives of NGOs, including bodies that are responsible for application of horizontal principles (sustainable development,

[50] Government Resolution No. 318/2013 on the proposal to determine the certifying authority and the audit authority for the operational programs for the 2014 - 2020 programming period

equality of opportunities and non-discrimination, equality between men and women). EC and JASPERS will fulfil the function of observers.

Since activities in OPII are highly relevant for persons with health disabilities, who are part of groups of population mostly affected by discrimination and social exclusion, a representative of organisations representing persons with health disabilities will be represented in the Monitoring Committee for OPII as well.

With the aim of including environmental policies into the preparation and implementation of transport projects within OPII a working group will be established, where experts from MTC SR and ME SR will be represented. The objective of the working group will primarily be to secure effective integration of environmental aspects during planning and realisation of interventions in the transport sector, while emphasis will be placed primarily on the improvement of air quality with the aim of improving the state in the area, meaning, the objective will be to contribute to the fulfilment of obligations stemming from Directive of the European Parliament and Council No. 2008/50/EC on Air Quality and Cleaner Air in Europe.

Transport

With the aim to create a transparent environment for an effective and efficient management of the preparation of OPII and to involve relevant partners in its preparation, by the decision of the Minister of Transport, Construction and Regional Development of SR of 14 August 2012 a "*Working group for programming in the transport sector in the programming period 2014 – 2020*" was set up. Members of the working group were representatives of territorial self-government, relevant ministries and other bodies of PAd and socio-economic partners, including the academic community ("wide partnership").

The task of the working group was to cooperate with the MTC SR in the preparation of strategic documents required for access to EU funds in the area of transport in the 2014 – 2020 programming period, in particular:

- Strategic plan of development of transport infrastructure of SR until 2020,
- Operational Programme Integrated infrastructure 2014 – 2020 (part Transport),
- Strategy of development of public passenger and non-motor transport of SR until 2020,
- Strategic plan of development and maintenance of second and third-class roads (Road Regional Master Plan),
- Transport model of SR.

Information society

In connection with the implementation of ex ante conditionalities and preparation of bases for Priority Axis 7 of OPII under the thematic objective 2, by decision of the Minister of Finance of SR a *Working group for implementation of ex ante conditionalities Digital Growth and Next Generation Access Infrastructure (hereinafter "working group")* was set up at MF SR[51] on 13 July 2012.

Representatives of relevant ministries, self-government, academic community, professional and interest groups, including a representative of the Central Coordination Body, were involved in the preparation of bases for Priority Axis 7 of OPII through this working group. The president of the working group was the State Secretary I of the Ministry of Finance of SR.

The output of the working group was a Strategic document for digital growth and next generation access infrastructure (hereinafter "Strategic document"), which served as the basis for the preparation of Priority Axis 7 of OPII.

[51] Approving the Act no. 171/2016 Coll. amending and supplementing Act no. 575/2001 Coll. on Organization of Government Activities and Organization of Central State Administration, as amended, and amending certain acts, with effect from 1 June 2016, the competence of the Ministry of Finance of the Slovak Republic in the area of informatization of society passed to the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization. Following the change in the competence law, the Government of the Slovak Republic approved the Office of the Deputy Prime Minister for Investment and Informatization for the Intermediate Body for Priority Axis 7 - Information Society. The function of the Intermediate Body for Priority Axis 7 OPII was undertaken by the Ministry of Finance of the Slovak Republic before 1 June 2016.

During the preparation of the Strategic document it was necessary to involve in the preparation and comments procedure of the Strategic document other relevant bodies (nominated by members of the working group) that by their professional participation and practical experiences contributed to more detailed specification and analysis of measures proposed for the development of digital services and next generation access infrastructure in the programming period 2014 - 2020. For this purpose technical subgroups of this working group for the following priority areas were set up at the MF SR:

- Technical subgroup 1 – Government Cloud
- Technical subgroup 2 – Broadband/NGA
- Technical subgroup 3 – Services (mGov, eInclusion, Commerce etc.)
- Technical subgroup 4 – ESO
- Technical subgroup 5 – Open Data
- Technical subgroup 6 – SF/complementarity.

8 Coordination with other programmes and financial instruments

8.1 Division lines with other ESIF

MA OPII in cooperation with managing authorities of the other operational programmes financed from ESIF identified and defined synergies between related strategies under the following operational programmes.

~~Tab. 90~~Tab. 91 Demarcation lines between OPII and IROP (See Annex 8)

In the area of public passenger and non-motor transport OPII focuses on the most investment demanding projects in railway transport, which shows the highest degree of obsolescence. Resources of IROP will be used for the implementation of measures outside the railway transport and so-called soft measures. In IROP they will be used for investment priority "Developing and improving environmentally-friendly (including low-noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility" of Priority Axis 1 "Safe and ecological transport in regions". The issues of public passenger transport are covered by two specific aims, SA 1.2.1 "Reducing the environmental load of urban and suburban areas through support and development of integrated transport systems and increasing the attractiveness of public passenger transport" and SA 1.2.2 "Increasing the attractiveness and transport capacity of non-motor transport (in particular cycling) on the total number of transported persons", which deals with public passenger transport, especially its location in public areas.

The condition of attainment of specific aims of individual operational programmes will be mutual coordination and existence of logic links between activities. Individual measures should create comprehensive projects with a varied thematic concentration for achievement of the most effective result in terms of sustainability and attractiveness of PPT and promotion of non-motor transport. **With the aim of ensuring synergies and complementarity between OPII and IROP a coordinating committee will be set up** for the purpose of harmonisation and monitoring of implementation of respective operational programmes. One of activities of the coordinating committee will be objective and time harmonisation of challenges/calls.

Concrete dependencies result from the character of individual projects, from building of UMT preference elements (IROP) to the purchase of trolley-buses (OPII). It will lead to an effective use of vehicles, increase of their circulation speed and thus reduction of operating costs and enhancement of attractiveness of UMT.

Many of activities in public passenger transport will require the implementation of organisational and operating measures outside OPII and IROP in line with the PPT Strategy. If we use the example from preceding paragraph more effective application of infrastructure measures to UMT preference will be supported by changes in legislation that will remove administrative obstacles to their introduction.

Fig. 1 Example of complementary activities financed from OPII and IROP in the area of public passenger transport (illustrative figure) – (See Annex 8)

Complementarity between PA7 OPII and OP EPA

PA reform determines the content of the OP EPA and partly OPII, whose common objective is an effective PA. Deployment of information systems is a prerequisite in implementation the strategy and design of the changes in the organisation and processes of PA policies that are defined in OP EPA. The OPII provides investments in information systems of the PA and e-government services particularly in the form of national projects. OPII implement project also under other specific objectives that are not part of the "Mutual coordination system between the OP Integrated Infrastructure and the OP Effective Public Administration".

The institutional system of coordination between OPII and OP EPA is defined in the document "Mutual coordination system between the OP Integrated Infrastructure and the OP Effective Public Administration" and shall consist of three basic levels:

1. political level – Monitoring Committee;
2. technical program level – Internal Supervisory Monitoring Committee;
3. technical project level – Steering Committee for Feasibility Studies.

Life cycle of the reform plan and its implementation shall be as follows:

- The reform plan, approved by the MI SR, will form the input for a feasibility study and project proposal of the OP EPA. Preparation and elaboration of feasibility studies of the OPII and project proposals of the OP EPA will be coordinated and their outputs will be presented in mutually consistent written calls. Based on the approved written calls, the project will be realized.
- The outcome of the initial phase of project implementation of the OP EPA will be a proposal for specific reform that will include the draft of organizational processes and methods. The output of the initial phase of project implementation of the OPII will be an analysis that will include functional specification. The proposal for specific reform, including the main requirements for ICT projects, will be a main input to functional specification.
- Within the OPII project, the information system will be implemented or modified, in order to effectively support the detailed proposal for processes and cover requests and needs resulting from the proposal for specific reform. Within the OP EPA project, other measures necessary for reform execution will be implemented.
- After the implementation of the information system (specific solutions) will be possible to trial the services and their use in relevant segment of PA and initiate to implement new processes in practise

Complementarity between PA7 OPII and OP R&I

Priority Axis 1 OP R&I

OP R&I plans direct investments in the support of research and development in the area of ICT for research and development institutions. OPII will implement national projects of central government bodies and local governments that will create the demand for innovations in the area of ICT.

Priority Axis 3 OP R&I

OP R&I plans to stimulate the use of digital technologies and eCommerce, especially by emerging SMEs in order to facilitate access of these enterprises to the market. OPII will invest in projects of development of eGov services, cloud solutions, IT support of public administration reform and broadband, projects to support innovation capacity, especially of small and medium-sized enterprises in the digital economy using shared services and open data of public administration. ~~.~~ It will create conditions for involvement of SMEs as suppliers of solutions or users of shared services ~~primarily~~ and open data intended for public administration. The support of startups and spinoffs will not be implemented under OPII, only in the limited area of use of shared services and open data of public administration by SMEs in providing innovative services to citizens and entrepreneurs. ~~.~~

As the support of use of eBusiness instruments in the sense of introducing e-commerce tools such as e-shops, internet marketing tools etc., ~~instruments~~ in the environment of SMEs is also planned under the OP R&I, the implementation of activities under specific aim 7.2 of PA7 of OPII will be coordinated with corresponding activities under specific aim 3.3.1 of OP R&I. While OPII will support projects, where beneficiaries are central government bodies, in order to create favourable conditions for eBusiness, in OP R&I the beneficiaries will be ~~directly~~ in this area SMEs.

Complementarity between PA7 OPII and RDP 2014-2020 Sub-measure 7.3

OPII will support building of broadband connection and deployment of next generation networks. In addressing the coverage of white areas by broadband internet at the minimum speed of 30 mbps it will

focus on construction of national regional networks and building of access networks through demand-driven projects in the area of market failure (municipalities with more than 500 inhabitants). OPII will also ensure analytical works, coordination of networks construction and complex analytical support. RDP will implement demand-driven projects for building of regional and access networks in individual white areas in municipalities (below 500 inhabitants) situated in white areas. Coordination system is defined in the document **Mutual coordination system between the OPII and RDP** as follows:

- MARD SR will send to DPMO a notice of planned publication of call under the relevant sub-measure of RDP, three months before the publication of call for proposal.
- DPMO will send to MARD SR a list of white areas in municipalities with less than 500 inhabitants and which constitute the list of eligible beneficiaries.
- After call publication and completion of evaluation and selection process MARD SR will send to DPMO a list of successful applicants.
- Subsequently will be ensured the coordination of building of local access networks with the building of networks within OPII.

~~Tab. 91~~Tab. 92 Complementarity between OPII technical assistance in relation to the OP TA (See Annex 8)

8.2 Coordination with the Connecting Europe Facility (CEF)

8.2.1 Transport

As the implementation of objectives defined in the White paper cannot be satisfactorily achieved at the level of individual Member States, the coordination on the party of the EC is required. The Regulation No. 1315/2013 (EU) of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network and repealing Decision No. 661/2010/EU identifies the TEN-T infrastructure, specifies requirements for this infrastructure and determines measures for their implementation (see also Chapter 1.1.1.2).

In the interest of achievement of optimal compliance between guidelines and planning under respective financial instruments available at the level of EU, the provision of funds for the development of the TEN-T network should be compliant with this regulation and based on the Regulation (EU) No. 1316/2013 of the European Parliament and of the Council of 11 December 2013, establishing the **Connecting Europe Facility**, amending Regulation (EU) No. 913/2010 and repealing Regulations (EC) No. 680/2007 and (EC) No. 67/2010 (hereinafter "CEF").

The EU Member States should also concentrate on harmonisation and combining of funds provided from the respective internal and external instruments such as Structural Funds, the Cohesion Fund, the Neighbourhood Investment Facility (NIF), the Instrument for Pre-Accession Assistance (IPA) and financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions, for the development of the TEN-T network.

CEF allows the financing of preparation and implementation of projects of common interest under the policy of trans-European networks in the transport, energy and telecommunication sectors. Financial coverage of the instrument for the period 2014 – 2020 is EUR **33 242 million** (in current prices). This amount is divided among the individual sectors as follows:

a) Transport: EUR 26 251 million, including EUR 11,306 million in countries supported under the cohesion policy (funds transfer from the Cohesion Fund),
b) Energy: EUR 5 850 million,
c) Telecommunications: EUR 1 142 million.

The funds transferred from the Cohesion Fund at the amount of EUR 11 306 million will be used under the instrument CEF for cofinancing of projects in the area of building transport infrastructure set out in Annex I to the Regulation. The financial envelope allocated to SR amounts to EUR **743 million**, which

together with national cofinancing represents the amount of EUR **874 million**. These funds can only be used for financing of costs related to building of the **core TEN-T network**. The remaining funds of this instrument will be allocated to all EU Member States on the basis of calls implemented by the TEN-T Executive Agency or DG MOVE.

Until 31 December 2016 funds allocated to individual states that were transferred from the Cohesion Fund to the cohesion part of the instrument CEF should be respected in the selection of projects eligible for financing. From 1 January 2017 resources that were not committed to a transport infrastructure project will be transferred to CEF. These funds will be then available to all Member States that are eligible for drawing from the Cohesion Fund with the aim to finance transport infrastructure projects. The selection of projects will be implemented on the basis of new competition calls for submission of proposals for projects.

The objectives in the area of development of transport infrastructure referred to in this document are also applicable to the instrument CEF. The coordination of drawing from CEF and the creation of synergies with OPII will be the responsibility of the MTC SR. Following the published calls, the beneficiaries (ŽSR, NDS, SSC) will be obliged to prepare the respective project application forms.

On this basis the construction and modernisation of transport infrastructure in conditions of SR in the core TEN-T network at the beginning of the programming period 2014 – 2020 will be implemented preferably through the financial instrument CEF. The objective is to achieve a full use of funds allocated for SR.

The instrument CEF does not determine the exact percentage allocation of resources for individual transport modes. The Commission requests the Member States to use the funds from this financial facility preferably to construction and modernisation of railway corridors. Approximately 10 % of the national envelope should be used for the development of road infrastructure. The priority focus of the financial facility is also indicated by Annex I to the Regulation, where projects of common interest are situated prevailingly on railway corridors. The MTC SR took this recommendation into account and a major portion of funds from CEF will be used for the development of railway infrastructure. In connection with this recommendation, allocations under priority axes of OPII were determined.

~~Tab. 92~~Tab. 93 List of road infrastructure projects suitable for financing from CEF (See Annex 8)

~~Tab. 93~~Tab. 94 List of railway infrastructure projects suitable for financing from CEF (See Annex 8)

~~Tab. 94~~Tab. 95 List of water transport projects suitable for financing from CEF (See Annex 8)

8.2.2 Information society

The amount of financial coverage of the instrument CEF for the period 2014 – 2020 will be EUR **33,242 million** (in current prices), including EUR 11 306 million that will be transferred from the Cohesion Fund. The amount of EUR 1 142 million is allocated for the support of investments in fast and very fast broadband networks and in pan-European digital services.

In the area of digital services the provided funds should be used for grants for development of infrastructure required for deployment of technologies such as e-Identity, e-Procurement, e-Records, Europeana digital library, the e-Justice portal and services in customs area. These funds should serve for achievement of interoperability and for coverage of costs of operation of such required infrastructure at the European level, which will connect the respective infrastructure of individual Member States.

In conditions of Slovakia it will be possible to use the funds of CEF for co-financing of demand-driven projects in local areas and as supplementary source of financing of the development of digital services, as shown in the following table.

~~Tab. 95~~Tab. 96 Possible use of CEF in the area of information society (See Annex 8)

9 Ex ante conditionalities

9.1 Identification of respective ex ante conditionalities and evaluation of their implementation

~~Tab. 96~~Tab. 97 Identification of thematic ex ante conditionalities and evaluation of their implementation - ***Transport***

Ex ante conditionality	Priority axis/axes to which the ex ante conditionality applies	The ex ante conditionality has been implemented Yes/No/Partially	Criteria	The criteria have been fulfilled Yes/No	Reference (to strategies, legal acts or other relevant documents, including references to respective parts, paragraphs or subparagraphs, supplemented by links to websites or access to a full text)	Explanations*
7.1. Transport: Existence of a comprehensive plan(s) or framework(s) for transport investments in accordance with institutional structure of Member States (including public transport at regional and local level) that supports the development of infrastructure and improves the connection to the comprehensive and core TEN-T networks.	PA 1 – PA 6	**Partially**	Existence of a comprehensive plan(s) or framework(s) for transport investments that fulfil(s) legal requirements for strategic environmental assessment and determine(s):	**NO**	"Strategic plan of development of transport infrastructure of SR until 2020 (Phase I)" http://www.telecom.gov.sk/index/index.php?ids=147132 "Strategy of development of public passenger and non-motor transport of SR until 2020" http://www.telecom.gov.sk/index/index.php?ids=147132	Strategic plan of until 2020 (phase I) and Strategy of public passenger and non-motor transport of SR have been approved by the government of the SR on the 25th of June 2014. List of projects is part of strategic documents. An Action Plan for the fulfilment of the ex ante conditionality has been developed based on the Guidance Note on the content of Action plans which includes an implementation plan of projects financed from CF, ERDF and CEF. Strategic environmental assessment according to Act. no. 24/2006 Coll. on environmental impact assessment was concluded
			- Contribution to a single European transport area in accordance with Article 10 of Regulation (EU) No. 1315/2013 of the European Parliament and of the Council, including priorities for investments in:	**YES**		
			- Core TEN-T network and the comprehensive network, counting with investments from	**YES**		

			ERDF and the Cohesion Fund, and			and on the 17th of June 2014 the Ministry of Environment issued the final statement. The final wording of the strategic documents were developed in cooperation with JASPERS. The full implementation of ex ante conditionality in the transport sector will be ensured by elaboration of a Strategic plan of development of transport infrastructure of SR until 2030 (phase II)*.
			- Secondary network	**NO**		
			- Realistic and quality implementation of projects counting with support from ERDF and the Cohesion Fund	**NO**		
			Measures for ensuring the capacity of Intermediary Bodies and beneficiaries in the implementation of planned projects.	**NO**	Document "Analysis of capacities of OPT 2007 – 2013 beneficiaries, beneficiaries and intermediary body of OPII 2014 - 2020	Analysis of capacities of beneficiaries and intermediary body was developed
7.2. Railway transport: Existence of a comprehensive plan(s) or framework(s) of transport with special chapter dealing with development of railway network in accordance with institutional structure of Member States (including public transport at regional and local level) that	PA 1, PA 3, PA 5	**No**	The said plan(s) or framework(s) of transport contain(s) a chapter dealing with development of railway network that fulfils legal requirements for strategic environmental assessment and provides for a realistic and solid plan of implementation of	**NO**	"Strategic plan of development of transport infrastructure of SR until 2020 (Phase I)" http://www.telecom.gov.sk/index/index.php?ids=147132 "Strategy of development of public passenger and non-motor transport of SR until 2020" http://www.telecom.gov.sk/index/index.php?ids=147132	Strategic plan of until 2020 (phase I) and Strategy of public passenger and non-motor transport of SR have been approved by the government of the SR on the 25th of June 2014. List of projects is part of strategic documents. An Action Plan for the fulfilment of the ex ante conditionality has been developed based on the

supports the development of infrastructure and improves connection to the comprehensive and core TEN-T network. Investments comprise mobile assets, interoperability and building of capacity.			projects (including schedule and budgetary framework).			Guidance Note on the content of Action plans which includes an implementation plan of projects financed from CF, ERDF and CEF. Strategic environmental assessment according to Act. No. 24/2006 Coll. on environmental impact assessment was concluded and on the 17th of June 2014 the Ministry of Environment issued the final statement. The final wording of the strategic documents was developed in cooperation with JASPERS. The full implementation of ex ante conditionality in the transport sector will be ensured by elaboration of a Strategic plan of development of transport infrastructure of SR until 2030 (phase II)*.
			Measures for ensuring the capacity of Intermediary Bodies and beneficiaries in the implementation of planned projects.	**NO**	Document "Analysis of capacities of OPT 2007 – 2013 beneficiaries, beneficiaries and intermediary body of OPII 2014 - 2020	Analysis of capacities of beneficiaries and intermediary body was developed
7.3. Other transport modes, including	PA 4	**No**	Existence of a chapter dealing with inland waterways and	**NO**		Strategic plan of until 2020 (phase I) and Strategy of public

inland waterways and maritime transport, ports, multimodal links and airport infrastructure: existence of a comprehensive plan(s) or framework(s) of transport with special chapter dealing with inland waterways and maritime transport, ports, multimodal links and airport infrastructure that contribute to improvement of connection to the comprehensive and core TEN-T networks and support sustainable regional and local mobility.			maritime transport, ports, multimodal links and airport infrastructure in the plan(s) or framework(s) of transport that:		"Strategic plan of development of transport infrastructure of SR until 2020 (Phase I)" http://www.telecom.gov.sk/index/index.php?ids=147132 "Strategy of development of public passenger and non-motor transport of SR until 2020" http://www.telecom.gov.sk/index/index.php?ids=147132	passenger and non-motor transport of SR have been approved by the government of the SR on the 25th of June 2014. List of projects is part of strategic documents. An Action Plan for the fulfilment of the ex ante conditionality has been developed based on the Guidance Note on the content of Action plans which includes an implementation plan of projects financed from CF, ERDF and CEF. Strategic environmental assessment according to Act. no. 24/2006 Coll. on environmental impact assessment was concluded and on the 17th of June 2014 the Ministry of Environment issued the final statement. The final wording of the strategic documents were developed in cooperation with JASPERS. The full implementation of ex ante conditionality in the transport sector will be ensured by elaboration of a Strategic plan of development of transport
			- fulfils legal requirements for strategic environmental assessment	**NO**		
			- provides for a realistic and solid plan of implementation of projects (including schedule and budgetary framework).	**NO**		

						infrastructure of SR until 2030 (phase II)*.
			Measures for ensuring the capacity of Intermediary Bodies and beneficiaries in the implementation of planned projects.	**NO**	Document "Analysis of capacities of OPT 2007 – 2013 beneficiaries, beneficiaries and intermediary body of OPII 2014 - 2020	Analysis of capacities of beneficiaries and intermediary body was developed

Note: * On the basis of agreement between MTC SR and EC, in view of the absence of Transport Model of SR and comprehensive database the implementation of ex ante conditionalities determined for the transport sector is divided into two phases: "Strategic plan of development of transport infrastructure of SR until 2020 (Phase I)" and "Strategic plan of development of transport infrastructure of SR until 2030 (Phase II)". Phase I commits SR to continue in the initiated activities and finalise the transport sectoral strategy into phase II by the end of 2016, by which full fulfilment of transport ex ante conditionality will be ensured.

~~Tab. 97~~Tab. 98 Identification of thematic ex ante conditionalities and evaluation of their implementation – ***Information society (thematic objective 2)***

Ex ante conditionality	Priority axis	The ex ante conditionality has been implemented Yes/No/Partially	Criteria	The criteria have been fulfilled Yes/No	Reference (to strategies, legal acts or other relevant documents, including references to respective parts, paragraphs or subparagraphs, supplemented by links to websites or access to a full text)	Explanations
2.1 Digital growth: A strategic policy framework for digital growth to stimulate affordable, good quality and interoperable	PA 7 Information society	Yes	A strategic policy framework for digital growth, for instance, within the national or regional smart specialisation strategy is in place that contains: - budgeting and prioritisation of actions through a SWOT or	Yes	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23177 The government of SR took note of the Strategic document on 08.01.2014.	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) prepared by the Ministry of Finance of SR[52] defines a strategy of further development of digital services and next generation

[52] Approving the Act no. 171/2016 Coll. amending and supplementing Act no. 575/2001 Coll. on Organization of Government Activities and Organization of Central State Administration, as amended, and amending certain acts, with effect from 1 June 2016, the competence of the Ministry of Finance of the Slovak Republic in the area of informatization of society passed to the Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization. Following the change in the competence law, the Government of the Slovak Republic approved the Office of the Deputy Prime Minister for Investment and Informatization for the Intermediate Body for Priority Axis 7 - Information Society. The function of the Intermediate Body for Priority Axis 7 OPII was undertaken by the Ministry of Finance of the Slovak Republic before 1 June 2016.

ICT-enabled private and public services and increase uptake by citizens, including vulnerable groups, businesses and public administrations including cross border initiatives			similar analysis consistent with the Scoreboard of the Digital Agenda for Europe;			access infrastructure in Slovakia in the programme period 2014 - 2020 and fulfils the objectives defined in the Commission´s Position Paper and implements measures of the Digital Agenda for Europe. The strategic document serves as basis for the preparation of the Operational Programme Integrated Infrastructure (priority axis 7 Information society) and focuses on the implementation of the ex ante conditionalities 2.1 Digital growth and 2.2 Next Generation Access Infrastructure.
			- an analysis of balancing support for demand and supply of ICT should have been conducted;	Yes	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23177 The government of SR acknowledged the Strategic document on 08.01.2014.	
			- indicators to measure progress of interventions in areas such as digital literacy, e-inclusion, e-accessibility, and progress of e-health within the limits of Article 168 TFEU which are aligned, where appropriate, with existing relevant sectoral Union, national or regional strategies;	Yes	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23177 The government of SR took note of the Strategic document on 08.01.2014.	
			- Assessment of needs strengthening of building ICT capacity	Yes	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23177 The government of SR took note of the Strategic document on 08.01.2014.	

2.2. Next Generation Networks (NGN) infrastructure: The existence of national or regional NGN Plans which take account of regional actions in order to reach the Union high-speed Internet access targets, focusing on areas where the market fails to provide an open infrastructure at an affordable cost and of a quality in line with the Union competition and State aid rules, and to provide accessible services to vulnerable groups.	PA 7	Yes	Existence of a national and/or regional NGN plan is in place that contains: - a plan of infrastructure investments based on an economic analysis taking account of existing private and public infrastructures and planned investments;	Yes	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23177 The government of SR took note of the Strategic document on 08.01.2014.	
			- sustainable investment models that enhance competition and provide access to open, affordable, quality and future-proof infrastructure and services;	Yes	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23177 The government of SR took note of the Strategic document on 08.01.2014.	
			- measures to stimulate private investment	Yes	Strategic document for digital growth and next generation access infrastructure (2014 – 2020) http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23177 The government of SR took note of the Strategic document on 08.01.2014.	

~~Tab. 98~~Tab. 99 Identification of general ex ante conditionalities and evaluation of their implementation (For more detailed information on assessment on general ex ante conditionalities please check Annex No. 9)

Ex ante conditionality	Priority axis	Fulfilment of ex ante conditionality: Yes/No/Partially	Criteria for fulfilment	Fulfilment of criteria: Yes/No	References	Explanation (where appropriate)
Anti-discrimination The existence of administrative capacity for the implementation and application of Union anti-discrimination law and policy in the field of the ESI Funds.	PA 1 – PA 8	**No**	Arrangements in accordance with the institutional and legal framework of Member States for the involvement of bodies responsible for the promotion of equal treatment of all persons throughout the preparation and implementation of programmes, including the provision of advice on equality in ESI fund-related activities.	**No**	*Act No 575/2001 Coll. on the organisation of government activities and the organisation of central government as amended* http://www.epi.sk/Main/Default.aspx?Template=~%2FMain%2FTArticles.ascx&LngID=0&zzsrlnkid=4654186&phContent=~%2FZzSR%2FShowRule.ascx&RuleId=14927&pa=13597 *Anti-discrimination Act (Act No 365/2004 Coll. on equal treatment in certain areas and protection against discrimination and on amendment of certain laws as amended)* http://www.gender.gov.sk/?page_id=72	The Department of Gender Equality and Equal Opportunities (DGEEO) at the MLSAF SR is the executive body for the implementation of this ex ante conditionality. It participated in the preparation of the OPs and will be involved in its implementation and monitoring by means of monitoring committee's membership and provision of advice (training). Administrative capacities of the department were reinforced by 1 June 2014. Moreover, the Slovak National Centre for Human Rights (SNCHR) provides general advice. Representation of umbrella NGOs and experts in the field of antidiscrimination, gender equality and disability in preparation and implementation of the OPs is ensured through their participation in the working

						group of the coordinator of the HP.
			Arrangements for training for staff of the authorities involved in the management and control of the ESI Funds in the fields of Union anti-discrimination law and policy.	**No**		
Gender equality The existence of administrative capacity for the implementation and application of Union gender equality law and policy in the field of the ESI Funds.	PA 1 – PA 8	**No**	Arrangements in accordance with the institutional and legal framework of Member States for the involvement of bodies responsible for gender equality throughout the preparation and implementation of programmes, including the provision of advice on gender equality in ESI Fund-related activities.	**No**	A list and directory of cooperating non-governmental organisations in Slovakia dedicated to women's rights and gender equality http://www.gender.gov.sk/?page_id=347 National Gender Equality Strategy for 2009 - 2013 http://www.gender.gov.sk/?page_id=294	The Department of Gender Equality and Equal Opportunities (DGEEO) at the MLSAF SR is the executive body for the implementation of this ex-ante conditionality. It participated in the preparation of the OP and will be will be involved in its implementation and monitoring by means of monitoring committee's membership and provision of advice (training). Representation of umbrella NGOs and experts in the field of antidiscrimination, gender equality and disability in preparation and implementation of the OPs is ensured through their participation in the working group of the coordinator of the HP.

						The new National Gender Equality Strategy for 2014 - 2020 is being drafted on the basis of an evaluation of the existing – national strategy - by November 2014.
			Arrangements for training for staff of the authorities involved in the management and control of the ESI Funds in the fields of Union gender equality law and policy as well as on gender mainstreaming.	**No**		
Disability The existence of administrative capacity for the implementation and application of the United Nations Convention on the rights of persons with disabilities (UNCRPD) in the field of the ESI Funds in accordance with Council	PA1 – PA8	**No**	Arrangements in accordance with the institutional and legal framework of Member States for the consultation and involvement of bodies in charge of protection of rights of persons with disabilities or representative organisations of persons with disabilities and other relevant stakeholders throughout the preparation and implementation of programmes.	**No**	National Programme for the Development of Living Conditions of Persons with Disabilities for 2014 - 2020. http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23180	The Department of Gender Equality and Equal Opportunities (DGEEO) at the MLSAF SR is the executive body for the implementation of this ex ante conditionality. It participated in the preparation of the OP and will be will be involved in its implementation and monitoring by means of monitoring committee's membership and provision of advice (training). Representation of umbrella NGOs and experts in the field of antidiscrimination, gender equality and

Decision 2010/48/EC.						disability in preparation and implementation of the OPs is ensured through their participation in the working group of the coordinator of the HP.
			Arrangements for training for staff of the authorities involved in the management and control of the ESI Funds in the fields of applicable Union and national disability law and policy, including accessibility and the practical application of the UNCRPD as reflected in Union and national legislation, as appropriate.	**No**		
			Arrangements to ensure monitoring of the implementation of Article 9 of the UNCRPD in relation to the ESI Funds throughout the preparation and the implementation of the programmes.	**No**		The implementation of Art. 9 of the UN Convention on the Rights of Persons with Disabilities is ensured through the National Programme, which dedicates a special chapter to the subject of accessibility and the measures related to it. Measures relating to this article focus above all on making buildings and transportation barrier-free and the accessibility of

						goods, services and information.
Public procurement The existence of arrangements for the effective application of Union public procurement law in the field of the ESI Funds.	PA 1 – PA 8	**No**	Arrangements for the effective application of Union public procurement rules through appropriate mechanisms.	**No**	*Act No 25/2006 Coll. on public procurement and on amendments to certain laws, as amended* http://www.uvo.gov.sk/legislativa/-/document_library_display/74gW/view/706651?_110_INSTANCE_74gW_redirect=http%3A%2F%2Fwww.uvo.gov.sk%2Flegislativa%3Fp_p_id%3D110_INSTANCE_74gW%26p_p_lifecycle%3D0%26p_p_state%3Dnormal%26p_p_mode%3Dview%26p_p_col_id%3Dcolumn-2%26p_p_col_count%3D1 Act No 95/2013 Coll. (amendment to Act No 25/2006 Coll.) http://www.upsvar.sk/buxus/docs//urad/VK/vo/13-z095.pdf	*Arrangements to be taken:* - Electronic public procurement; - increased support from the PPO for organisations conducting public procurement control by means of a cooperation agreement; - Introduction of a risk analysis; - Preparation of model documents; - At the level of the management system, checklists for MA control; - Preparation of uniform rules and requirements for PP and requirements for PP documentation; - Introduction of price maps, benchmarks and limits assess cost-effectiveness**;** - Introduction of compulsory ex ante control; - Introduction of cooperation with the Antimonopoly Office (AMO); Arrangements to address the main types of specific deficiencies identified by the EC are as follows: - Conflicts of interests;

						- Insufficient competition; - Discriminatory tendering conditions. *Arrangements to be taken*
			Arrangements which ensure transparent contract award procedures.	**No**		The area of contract awarding not subject to the relevant EU directives on PP (below-threshold contracts) is covered by the PP Act itself in Slovak legislation. This provides for the obligation to proceed according to this Act in the procurement of works, goods and services for contracting authorities, contracting entities as well as individuals who are beneficiaries of grants. The procedures for these contracts are based on the basic principles of public procurement referred to in the relevant EU directives, thus ensuring transparent public procurement procedures even for contracts not falling under EU directives on public procurement. The public procurement procedures for this type of contracts will be covered by the same measures as specified, under

						criterion 1. Arrangement adopted partially
			Arrangements for training and dissemination of information for staff involved in the implementation of the ESI Funds.	**No**	PPO prepares in cooperation with each MA a report on the results of PP controls and audits on a semi-annual basis which is published at http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=21941 http://www.opzp.sk/dokumenty/projektove-dokumenty/rozhodnutia-uvo-sr-v-procesoch-vo-v-ramci-projketov-op-zp-v-programovom-obdobi-2007-2013/ or http://www.ropka.sk/sk/verejne-obstaravania/) http://www.uvo.gov.sk/za-obdobie-od-1.1.2013-do-30.6.2013	Introduction of a uniform employee training system under the ESI Funds control and management system. The MA will be required to provide regular training and seminars for all staff involved in the implementation of the funds, while making participation in this training compulsory for this staff. *Arrangement to be taken.* A proposal has also been made to establish a Coordinating Committee for Cooperation In Public Procurement. This committee of experts, primarily from the CCA, PPO, CA, AA, MAs, will ensure a joint approach to the application of public procurement rules (cooperating in issuing methodology interpretations, instructions and guidelines adjusted to the needs of EU funds implementation). A clear advantage of constituting this body will be the instant identification of any serious misconduct

						(system-level irregularities) in MA/IBMA procedures in PP control and effective opportunities to take appropriate corrective measures to eliminate them. *Arrangement to be taken*
			Arrangements to ensure administrative capacity for implementation and application of Union public procurement rules.	**No**	*Public Procurement Office* http://www.uvo.gov.sk/domov *Methodological guidelines (PPO)* http://www.uvo.gov.sk/metodicke-usmernenia	Using technical assistance within cooperation with the PPO to refund wage costs of employees delivering support activities for MAs, IBMAs, AA and CA under the cooperation agreement. Arrangement to be taken Using technical assistance within cooperation with the PPO to refund costs of expert appraisals and expert opinions that will be necessary for delivering support activities for MAs, IBMAs, AA and CA under the cooperation agreement. Arrangement to be taken Technical assistance for cooperation with the Antimonopoly Office of the SR – Arrangement to be taken Technical assistance for training of beneficiaries Training will focus on beneficiaries/applicants. Arrangement to be taken

State aid[53] The existence of arrangements for the effective application of Union State aid rules in the field of the ESI Funds.	PA 1, PA 3, PA 4, PA 5 a PA 7.	**Partially**	Arrangements for the effective application of Union State aid rules.	**No**		A central IT register for State aid will be set up, having the scope and structure to be defined by a new GBER as well as by the relevant EC guidelines.
			Arrangements for training and dissemination of information for staff involved in the implementation of the ESI Funds.	**Yes**	The relevant training courses for staff on the application of EU state aid rules at all relevant levels (i.e. the relevant departments) have either already taken place or have been scheduled.	The relevant training courses for staff on the application of EU state aid rules at all relevant levels (i.e. the relevant departments) have either already taken place or have been scheduled.
			Arrangements to ensure administrative capacity for implementation and application of Union State aid rules.	**Yes**		The quantification of the need to reinforce the administrative capacity of the state aid coordinator with respect to the implementation of the ex-ante conditionality "State aid" as well as the establishment of methodological centres required by the EC was established with DG Competition representatives. At the same time, OP TA covers increased administrative capacities of Ministry of Finance in its role of state aid coordinator.

[53] With effect from January 1, 2016, the role of the coordinator of assistance is fulfilled by the Antimonopoly Office of the Slovak Republic in accordance with Act no. 358/2015 Coll. on the regulation of certain relations in the area of state aid and minimum aid and on amending and supplementing certain acts (State Aid Act).

Environmental legislation relating to Environmental Impact Assessment (EIA) and Strategic Environmental Assessment (SEA) The existence of arrangements for the effective application of Union environmental legislation related to EIA and SEA.	PA 1 – PA 7	**Partially**	Arrangements for the effective application of Directive 2011/92/EU of the European Parliament and of the Council (EIA) and of Directive 2001/42/EC of the European Parliament and of the Council (SEA).	**No**	Act No. 24/2006 Coll. on environmental impact assessment and on amendment of certain laws as amended Draft act supplementing act No. 24/2006 http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23688 Draft Act subject to approval procedure in the National Council of the SR as of 16 July 2014.	Infringement initiated on 21 March 2013 on transposition deficit of Directive 2011/92/EU (EIA Directive). 12 July 2013, SR forwarded response to EC's formal communication. SR undertakes to make all the appropriate legislative changes and provide methodological guidance in order to remove the transposition deficit. 2 July Draft Act approved by the Government, decree No. 330/2014. http://www.rokovania.sk/Rokovanie.aspx/BodRokovaniaDetail?idMaterial=23688 16 July Draft Act sent to the National Council of the SR. Regarding EIA Directive, meeting by CCA, ME SR and MTC SR held on 7 May 2014. In formulating the proposal for measures, the experience of the MTC SR with respect to re-assessment and re-permitting of projects due to changes in projects based on notice of the change in proposed activity pursuant to Act No 24/2006 Coll. as well as notice on the change in

						structure pursuant to the Building Act (Act No 50/1976 Coll) has been taken into account.
			Arrangements for training and dissemination of information for staff involved in the implementation of the EIA and SEA Directives.	**No**	The Strategy for training and dissemination of information for staff involved in the implementation of EIA and SEA Directives, including a proposal for measures to implement the strategy, was approved at the 7th Men SR Council meeting held on 07 March 2013. http://www.sazp.sk/public/index/go.php?id=81&prm3=686	The training will be provided mostly through lectures, workshops, seminars and conferences. In view of the fact that an infringement procedure has been initiated on the matter of the transposition deficit in relation to Directive 2011/92/EU of the European Parliament and of the Council, the training strategy will need to be updated to reflect the need for methodological guidance in the "transitional" period (before the approval and entry into force of the relevant legislative changes) and the relevant legislative changes.
			Arrangements to ensure sufficient administrative capacity.	**Yes**	Analysis of administrative capacity in the area of environmental impact assessment (implementation of EIA and SEA Directives), including a proposal for measures to ensure that the capacity is sufficient, was approved at the 3rd Men SR Council meeting held on 24 January 2013.	The conclusions of the Analysis point to the fact that the current level of administrative capacity in environmental impact assessment is sufficient. At present, there is no need to revise the relevant analysis or update it on the basis of comments raised in

						relation to the proposal of legislative changes in Act No 24/2006 Coll.
Statistical systems and result indicators: Existence of statistical basis needed to perform the evaluation to assess the effectiveness and impact of programmes The existence of a system of result indicators necessary for the selection of measures that most effectively contribute to achieving the desired results, to monitor progress in achieving results and an assessment of the impact	PA 1 – PA 8	**Partially**	Measures to secure timely gathering and consolidation of statistical data are introduces with the following aspects: - identification of sources and mechanisms for securing validation of statistical data, - measures for publishing consolidated data and their publishing for the general public.	**Yes**	MTC SR developed the description of systems of monitoring and evaluation on OPII level based on Guidance of the CCA on creation of measurable indicators on programme and project level.	The description of systems of monitoring and evaluation on programme level includes: 1. Measurable indicators, definition, means of calculation, measurement unit, target value, source and periodicity of monitoring. Common sign for measurable indicators of result and output is their link to priority axis, thematic objective, investment priority and specific objective. An important factor influencing the composition of measurable indicators (result and output) was the experience with the setting up and fulfilment of measurable indicators in the 2007 – 2013 programming period. 2. Definition of performance framework: justification for selection of indicators into performance framework, setting milestones and target values for 2018 and 2023, description, calculation of

						milestone and target values setup and percentage of represented interventions on level of individual priority axes. 3. Definition of data necessary for means of evaluation: definition of evaluation focus, identification of estimated method of evaluation (quantitative, qualitative), data, source of data, frequency of their collection, means of their archiving and information on protection of sensitive data and form of their protection.
			Effective system of result indicators, including:: - selection of result indicators for each programme providing information on what motivates the selection of policy measures financed by the programme, - setting targets for these indicators, - compliance of each indicator with these requirements: resistance and statistical valisation, clear normative	**Yes**	Part of the description of monitoring and evaluation systems for OPII are result indicators, which MTC SR developed based on Guidance of the CCA on creation of measurable indicators on programme and project level.	MTC SR defined measurable result indicators within OPII proposal. Measurable result indicators have clear link to concrete specific objectives of OPII, definition, means of calculation, measurement unit, baseline value, means of setting the baseline value year for baseline value, target value (year 2023) source and periodicity of monitoring.

			interpretation, policy sensitivity and timely data gathering.			
			Procedures in place to ensure that all operations financed by the programme adopt an effective system of indicators	**No**		After the approval of indicators in OPII, the MA will focus on development of codebook of measurable indicators on project level.. Measurable indicators on project level will be defined based on Guidance of CCA on creation of measurable indicators on programme and project level. The basic general basis for the creation of measurable project indicators is for example. the need to maintain the intervention logic, ensuring their aggregation at the program level, their interdependence with the activities of the operational programme, ensuring the validity of their verification.

Note: MA OPII envisages the need of elaboration of a state aid scheme for investment priority 7i) of PA1, investment priority 7i) of priority axis 4 and investment priority 7d) of priority axis 5. In the other cases the state aid should be solved through Regulation (EC) No. 1370 of EP and of the Council of 23 October 2007 on public services in railway and road passenger transport, repealing Council Regulations (EEC) No 1191/69 and (EEC) No 1107/70.

9.2 Activities for ensuring the implementation of general and thematic ex ante conditionalities

~~Tab. 99~~Tab. 100 Activities that will be performed to ensure the implementation of thematic ex ante conditionalities

Thematic ex ante conditionalities not implemented or implemented partially	Criteria not fulfilled	Planned measure	Deadline of implementation	Body responsible for implementation
7.1. Transport: Existence of a comprehensive plan(s) or framework(s) for transport investments in accordance with institutional structure of the Member States (including public transport at regional and local level) that supports the development of infrastructure and improves connection to the comprehensive and core TEN-T networks.	Existence of a comprehensive plan(s) or framework(s) for transport investments that fulfil legal requirements for strategic environmental assessment and determine:	Provision of a Transport Model of SR for the purpose of more efficient assessment of needs and more effective planning of further development of transport infrastructure of SR.	31.10. 2015	MTC SR (Section of EU Affairs and Foreign Relations in cooperation with Section of Operational Programme Transport)
		Preparation of a Strategic plan of development of transport infrastructure of SR until 2030 (Phase II) on the basis of outputs from the Transport Model of SR.	30.6.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport and other specialised units of the Ministry)
		Implementation of strategic environmental assessment of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II).	31.10.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport)
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) for meeting of the Economic and Social Council of SR for approval.	30.11.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) for meeting of the	31.12.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)

		Economic and Social Council of SR for approval.		
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) to EC for evaluation of full implementation of ex ante conditionalities determined for the transport sector.	31.12.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
	Contribution to a single European transport area in accordance with Article 10 of Regulation (EU) No. 1315/2013 of the European Parliament and of the Council, including priorities for investments in: Secondary network	Development of Strategic Plan for Development of Second and Third Class Roads	31.12.2014	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
	- Realistic and quality implementation of projects counting with support from ERDF and the Cohesion Fund	Development of implementation plan for projects financed from CF, ERDF, CEF as part of Action Plan for fulfilment of ex ante conditonality no.7 based on the from defined in Guidance Note on content of Action Plans	31.1. 2015	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
	Measures for ensuring the capacity of Intermediary Bodies and beneficiaries in the implementation of planned projects.	Application of measures identified by analysis of capacities of intermediary body and beneficiaries, i.e. undertaking of required steps for implementation of measures into practice.	31.10.2015	MTC SR (Section of Operational Programme Transport) in cooperation with beneficiaries

7.2. Railway transport: Existence of a comprehensive plan(s) or framework(s) of transport with special chapter dealing with the development of railway network in accordance with institutional structure of the Member States (including public transport at regional and local level) that supports the development of infrastructure and improves connection to the comprehensive and core TEN-T network. Investment comprise mobile assets, interoperability and building of capacity.	The said plan(s) or framework(s) contain a chapter dealing with the development of railway network, which fulfils legal requirements for strategic environmental assessment and provides for a realistic and quality plan of implementation of projects (including schedule and budgetary framework).	Provision of a Transport Model of SR for the purpose of more efficient assessment of needs and more effective planning of further development of transport infrastructure of SR.	31.10.2015	MTC SR (Section of EU Affairs and Foreign Relations in cooperation with the Section of Operational Programme Transport)
		Preparation of a Strategic plan of development of transport infrastructure of SR until 2030 (Phase II) on the basis of outputs from the Transport Model of SR.	30.6.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport and other specialised units of the Ministry)
		Implementation of strategic environmental assessment of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II)	31.10.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) for meeting of the Economic and Social Council of SR for approval.	30.11.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) for meeting of the Government of SR for approval.	31.12.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) to EC for evaluation of full implementation of ex ante conditionalities determined for the transport sector.	31.12.2016	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)

	Measures for ensuring the capacity of Intermediary Bodies and beneficiaries in the implementation of planned projects.	Application of measures identified by analysis of capacities of intermediary body and beneficiaries, i.e. implementation of required steps for introduction of the measures in the practice.	31.10.2014	MTC SR (Section of Operational Programme Transport) in cooperation with beneficiaries
7.3. Other transport modes, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure: existence of a comprehensive plan(s) or framework(s) of transport with special chapter dealing with inland waterways and maritime transport, ports, multimodal links and airport infrastructure that contribute to improvement of connection to the comprehensive and core TEN-T network and support sustainable regional and local mobility.	Existence of chapter dealing with inland waterways and maritime transport, ports, multimodal links and airport infrastructure in the plan(s) or framework(s) of transport, that:	Provision of a Transport Model of SR for the purpose of more efficient assessment of needs and more effective planning of further development of transport infrastructure of SR.	31.10.2015	MTC SR (Section of EU Affairs and Foreign Relations in cooperation with Section of Operational Programme Transport)
		Preparation of a Strategic plan of development of transport infrastructure of SR until 2030 (Phase II) on the basis of outputs from the Transport Model of SR.	30.6.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport and other specialised units of the Ministry)
		Implementation of strategic environmental assessment of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II)	31.10.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport)
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) for meeting of the Economic and Social Council of SR for approval.	30.6.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport)
		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) for meeting of the Government of SR for approval.	31.12.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport)

		Submission of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.) to EC for evaluation of full implementation of ex ante conditionalities determined for the transport sector.	31.12.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport)
	Fulfils the legal requirements for strategic environmental assessment;	Implementation of strategic environmental assessment of the Strategic plan of development of transport infrastructure of SR until 2030 (Phase II.)	31.10.2016	MTC SR (Institute of Strategies in cooperation with Section of Operational Programme Transport)
	- Realistic and quality implementation of projects counting with support from ERDF and the Cohesion Fund	Development of implementation plan for projects financed from CF, ERDF, CEF as part of Action Plan for fulfilment of ex ante conditionality no.7 based on the from defined in Guidance Note on content of Action Plans	31.1.2015	MTC SR (Institute of Strategies in cooperation with the Section of Operational Programme Transport)
	Measures for ensuring the capacity of Intermediary Bodies and beneficiaries in the implementation of planned projects.	Application of measures identified by analysis of capacities of intermediary body and beneficiaries, i.e. undertaking of required steps for implementation of measures into practice.	31.10.2014	MTC SR (Section of Operational Programme Transport in cooperation with beneficiaries

~~Tab. 100~~Tab. 101 Activities to be carried out for the implementation of general ex ante conditionalities (For more detailed information on action plans on general ex ante conditionalities please check Annex No. 9)

Fulfilled or partially fulfilled ex ante conditionality	Unfulfilled criteria	Planned activities	Deadlines	Responsible bodies
Non-discrimination The existence of administrative capacity for the implementation and application of Union anti-discrimination law and policy in the field of ESI Funds.	Arrangements in accordance with the institutional and legal framework of Member States for the involvement of bodies responsible for the promotion of equal treatment of all persons throughout the preparation and implementation of programme	**Reinforcing the administrative capacity of the Department of Gender Equality and Equal Opportunities at the MLSAF SR.** Increasing the administrative capacity of the Department of Gender Equality and Equal Opportunities at the MLSAF SR.	1 November 2014 - attaining the optimised number of administrative capacities by creating a department for implementation of horizontal principles of non-discrimination and equality between men and women consisting of 7 full-time employees plus 1 assistant. Initial deadline	MLSAF SR

	s, including the provision of advice on equality in ESI fund-related activities.		31 August 2014 was extended due to requirement to adopt document by the Government on administrative capacities and consequently to prepare project from OP TA.	
		Engagement of the Slovak National Centre for Human Rights as amended as an "equality body".	**30.12.2014**	
		National action plan for the prevention and elimination of discrimination	**30.6.2015**	
		Nation-wide strategy on the protection and promotion of human rights in the SR http://www.radavladylp.gov.sk/po-rokovani-rady-vlady-pre-ludske-prava-narodnostne-mensiny-a-rodovu-rovnost/	Deadline for strategy to the Government: 31 December 2014. Initial deadline 30 June 2014 extended due to ongoing intergovernmental	

			consultations .	
	Arrangements for training for staff of the authorities involved in the management and control of the ESI Funds in the fields of Union anti-discrimination law and policy.	Elaboration of a strategy for training and dissemination of information for staff involved in the implementation of the funds and the subsequent submission of a project under the OP TA to finance the training. http://www.radavladylp.gov.sk/po-rokovani-rady-vlady-pre-ludske-prava-narodnostne-mensiny-a-rodovu-rovnost/	Deadline for strategy to the Government: 31 December 2014. Initial deadline 30 June 2014 extended due to ongoing intergovernmental consultations .	
Gender equality The existence of administrative capacity for the implementation and application of Union gender	Arrangements in accordance with the institutional and legal framework of Member States for the involvement of bodies responsible for gender equality throughout	An institutional mechanism for HP coordination will be developed with the focus on methodology guidance, publicity, training and educational activities, evaluation and selection process, as well as monitoring and control. An independent entity for the coordination of horizontal principles will be set up, with 7 new job positions planned to be created, plus one assistant. All job positions within the entity will be refunded under the Technical Assistance.	1 November 2014 - attaining the optimised number of administrative capacities by creating a department for implementation of horizontal principles of non-discrimination and equality between men and women consisting of 7 full-time employees plus 1 assistant. Initial deadline 31 August 2014 was extended due to requirement to adopt document by the	MLSAF SR

equality law and policy in the field of ESI Funds	the preparation and implement ation of programme s, including the provision of advice on gender equality in ESI Fund-related activities.		Government on administrative capacities and consequently to prepare project from OP TA.	
		The National Gender Equality Strategy for 2014 - 2020. The DGEEO is currently evaluating the fulfilment of the existing National Gender Equality Strategy for 2009 - 2013 and related NAP. Current gender equality strategy and National Action Plan of Gender Equality 2010-2013 assessed on the meeting of Government and adopted by the Government No. 335/2014.	Deadline for the submission of a new gender equality strategy to the Government for discussion: 30 November 2014	
		Nation-wide strategy on the protection and promotion of human rights in the SR In November 2011, the Government of the SR undertook to prepare a Nation-wide strategy on the protection and promotion of human rights in the SR. http://www.radavladylp.gov.sk/po-rokovani-rady-vlady-pre-ludske-prava-narodnostne-mensiny-a-rodovu-rovnost/	Deadline for the submission of a new gender equality strategy to the Government for discussion: 30 November 2014	

	Arrangements for training for staff of the authorities involved in the management and control of the ESI Funds in the fields of Union gender equality law and policy as well as on gender mainstreaming.	Elaboration of a strategy for training and dissemination of information for staff involved in the implementation of the funds and the subsequent submission of a project under the OP TA to finance the training. Training and education activities to the staff involved in the use of the funds; conferences, publications and promotional printed materials, publication of reports in the national and regional/local mass media, etc., will be carried out by the lead authority for the HP.	Preparation and submission of the project under the OP TA: 1 November 2014. Initial deadline 30 June was extended due to submission of application on increasing financial allocation of OP TA on 19 June 2014. Project was prepared but its submission is determined by decision on increased financial allocation on OP TA. Training strategy is a	

			part of project.	
		Delivery of training activities for MA's, initial training Training course on gender equality in public services and an e-learning course on gender equality have been accredited at the MERDS SR under the DGEEO supervision. The courses are already provided to different public authorities and are available for management of ESI Funds. http://www.institutrr.sk/elearning/ http://isdv.fri.uniza.sk/CourseDetail.aspx?moduleId=26750 http://isdv.fri.uniza.sk/CourseDetail.aspx?moduleId=26746	**30.6.2015**	
Disability The existence of administrative capacity for the implementation and application	Arrangements in accordance with the institutional and legal framework of Member States for the consultation and	**Reinforcing administrative capacities of the bodies responsible for the implementation of the UN convention**	November 2014 - attaining the optimised number of administrative capacities by creating a department for implementation of	MLSAF SR

of the United Nations Convention on the rights of persons with disabilities (UNCRPD) in the field of ESI Funds in accordance with Council Decision 2010/48/EC	involvement of bodies in charge of protection of rights of persons with disabilities or representative organisations of persons with disabilities and other relevant stakeholders throughout the preparation and implementation of programmes;		horizontal principles of non-discrimination and equality between men and women consisting of 7 full-time employees plus 1 assistant. Initial deadline 31 August 2014 was extended due to requirement to adopt document by the Government on administrative capacities and consequently to prepare project from OP TA.	

		Slovakia is currently working on a Nation-wide strategy on the protection and promotion of human rights in the SR which should also define the tasks in the field of guaranteeing the rights of people with disabilities. Submission of the human rights strategy to the Government of the SR for discussion.	31 December 2014. Initial deadline was extended since the Council of the Government did not approve strategy and it will be resubmitted after redrafting.	
	Arrangements for training for staff of the authorities involved in the management and control of the ESI Funds in the fields of applicable Union and national disability law and policy,	Elaboration of a strategy for training and dissemination of information for staff involved in the implementation of the funds and the subsequent submission of a project under the OP TA to finance the training. Preparation of the employee training and information strategy:	1 November 2014. Initial deadline 30 June was extended due to submission of application on increasing financial allocation of OP TA on 19 June 2014. Project was prepared but its submission is determined by decision	

	including accessibility and the practical application of the UNCRPD as reflected in Union and national legislation, as appropriate;		on increased financial allocation on OP TA. Training strategy	
		Delivery of training activities for MA's, initial training	**30.6.2015**	
	Arrangements to ensure monitoring of the implementation of Article 9 of the UNCRPD in relation to the ESI Funds throughout the preparation and the implementation of the programmes.	The process of monitoring the fulfilment of horizontal principles will be monitored at the project level by means of monitoring reports that will include a separate document containing information about horizontal principles (i.e. description of the activities carried out, their outcomes and assessment of how they contributed to the achievement of the set objectives of horizontal principles), as well as on-the-spot controls of the implementation of projects and, subsequently, evaluation of their contribution to the objectives of horizontal principles. This separate document containing information on the application of the horizontal principles will form a basis for the process of assessment of the contribution of ESI Funds to the objectives identified in the national strategic document.	31 October 2014 By 30 June 2014 - incorporating Article 9 of the UN Convention in all OPs 31 December 2014 – elaboration of the document laying down the system of implementation incl.	

			monitoring of the HP 30 April 2015 - subsequently incorporated in the OP´s managing documents, application process with respect to evaluation, monitoring and control, preparation of the assessment grid	
Public procurement The existence of arrangements for the effective application of Union public procurement law in the field of	Arrangements for the effective application of Union public procurement rules through appropriate mechanisms.	Increased support from the PPO for organisations conducting public procurement control by means of a cooperation agreement	**30.11.2014**	Public Procurement Office (PPO) CCA
		Introduction of a risk analysis	**30.11.2014**	
		Preparation of model documents	**31.8.2016**	
		At the level of the management system, checklists for MA control	**30.11.2014**	
		Preparation of uniform rules and requirements for PP and requirements for PP documentation	**30.6.2015**	
		Introduction of price maps, benchmarks and limits assess cost-effectiveness	**30.11.2014**	

the ESI Funds.		Introduction of compulsory ex ante control	**30.11.2014**	
		Introduction of cooperation with the Antimonopoly Office (AMO);	**30.11.2014**	
		New public procurement legislation	**18.4.2016**	
		Electronic procurement	Within time limits set in EP and Council Directives 2014/23/EU, 2014/24/EU, 2014/25/EU	
		Evaluation of the effectiveness of measures under criteria 1 through 4.	**30.6.2015**	
	Arrangements which ensure transparent contract award procedures.	The area of contract awarding not subject to the relevant EU directives on PP (below-threshold contracts) is covered by the PP Act itself in Slovak legislation. This provides for the obligation to proceed according to this Act in the procurement of works, goods and services for contracting authorities, contracting entities and individuals who are beneficiaries of grants.	**30.06.2015**	Responsible: depending on the type of measure referred to under criterion 1
	Arrangements for training and dissemination of information for staff involved in the implement	Providing training by the CCA relating to procedures of administrative control of public procurement in the context of the management system, presentation of the most common deficiencies identified in public procurement controls.	**30. 6. 2015**	CCA in cooperation with a relevant organisational unit of the Government Office of the SR

	ation of the ESI Funds.			and PPO and AMO
	Arrangements to ensure administrative capacity for implementation and application of Union public procurement rules.	In order to intensify cooperation between government agencies participating in PP and competition control, this cooperation will be reinforced between the PPO and the Antimonopoly Office and at the level of ensuring administrative capacity for these bodies through technical assistance.	**30.6.2015**	PPO, OP TA, CCA, AMO
State aid The existence of arrangements for the effective application of Union State aid rules in the field of the ESI Funds.	Arrangements for the effective application of Union State aid rules.	An amendment to Act No 231/1999 Coll. on State aid as amended, intended to: - strengthen the role of a State aid coordinator to make its statements and positions binding and to require each State aid provider to submit, prior to granting State aid, an application for State aid to the State aid coordinator (under Government Resolution No 156 of 9 April 2014, statements and position issued by the State aid coordinators are already binding for all MAs and IBMAs); 31 July 2015 - set up a legislative framework for the establishment of a central IT register for State aid which should cover individual aid and aid subject to general block exemption; 31 July 2015	**31.12.2014**	MF SR

		- establish a central IT register for State aid having the scope and structure to be defined by a new GBER and relevant Commission guidelines.		
	Arrangements to ensure administrative capacity for implementation and application of Union State aid rules	Reinforcing administrative capacity of the State aid coordinator by 10 to 15 job positions (an increase of 100-150 %). The State aid coordinator unit will also fulfil the role a knowledge centre to provide necessary guidance on State aid.	**31.12.2014**	MF SR
Environmental legislation relating to Environmental Impact Assessment (EIA) and Strategic Environmental Assessment (SEA)	Arrangements for the effective application of Directive 2011/92/EU of the European Parliament and of the Council (EIA) and of Directive	Draft act supplementing act No. 24/2006 - Approval by the National Council of the SR - Planned effective date of the legislative amendment Checking material, technical and personal resources for implementing supplementing act 30 June 2015.	**1.12.2014**	ME SR in cooperation with Central Coordination Body and central bodies of public administration
		Methodological guidance for competen authorities regarding the impact assessment in the "transition" period (until the amended legislative is adopted and becomes effective): - written form to respective state administrative bodies acting in the field of environmental impact assessment specifying proper use of selection criteria for the	**31.12.2014**	

The existence of arrangements for the effective application of Union environmental legislation related to EIA and SEA.		2001/42/EC of the European Parliament and of the Council (SEA).	screening procedure (Annex III of the EIA directive, reflected within Annex 10 of the EIA Act), - written form to respective state administrative bodies acting in the field of environmental impact assessment specifying sound procedure for rationalisation of decisions based on screening procedure by providing information on how the standpoints of bodies and municipalities concerned were taken into account, - written form to the permission authority on how to publish the information on launching the permitting procedure, including the right on access to the complete permission request. To be released on www.enviroportal.sk.		
			Adoption of a measure for application of the EIA Directive: Within an application procedure - in the case of applications for which a final assessment document was issued before the effective date of the amendment to the Act on Environmental Impact Assessment, compliance of the submitted project with the subject-matter of assessment will be examined. In cases where changes in the project occurred, re-assessment will be performed and, if necessary, re-permitting, as well.	**31.12.2014**	
		Arrangements for training and dissemination of information for staff involved in the implement	Delivery of trainings reflecting the legislative amendments.	**31.12.2014**	

	ation of the ESI Funds			
Statistical systems and measurable indicators: Existence of statistical basis needed to perform the evaluation to assess the effectiveness and impact of programmes The existence of a system of result indicators necessary for the selection of measures	Procedures in place to ensure that all operations financed by the program adopt an effective system of indicators	Development of measurable indicators code list of projects on the principles of making measurable indicators at the project level, as defined in the CCA's guidelines on the creation of measurable indicators at program and project level.	**31.12.2014**	MTC SR (Division for OP Transport) MF SR (Division of Information Society)

that most effectively contribute to achieving the desired results, to monitor progress in achieving results and an assessment of the impact.				

10 Reduction administrative burden for beneficiaries

In context with the measures for the fulfilment of reduces administrative burden, generally it is necessary to identify and eliminate barriers on the level of applicants/beneficiaries of aid from ESIF.

Several measures of a systemic and ad hoc character were taken during the previous programming periods on the level of MAs or CCO. More measures, which will reflect new findings and specifics of the 2014 – 2020 programming period, will be introduced in the future. The aim is to increase the effectiveness of providing financial sources from ESIF. In accordance with the PA SR, the potential for reducing administrative burden during provision of financial sources from ESIF in the 2014 – 2020 programming period is mainly related to the following areas:

- need to simplify, streamline and unify the form and content of calls (written calls in case of OPII) for the submission of grant request,
- need to introduce the option for two-round selection of grant requests with focus on mineralization of administrative and financial demands during the first round,
- need to increase the attainability of information on options and conditions to receive aid from ESIF and centralised provision of quality and expert consultation in the area, including increasing level of information and publicity on ESIF through print and electronic media,
- need to standardise of documents on conditions for provision of aid and its conception with emphasis on user-friendly format,
- need to ensure relevant exchange of information on applicants and projects, which state agencies have available by direct mutual communication, without requesting it from applicants directly and maximising positive effects associated with introduction of effective IT system also during communication between provider – beneficiary,
- modification of existing information systems in the context of e-cohesion principles, which will allow significant reduction of administrative burden and business with implementation of ESIF on the side of applicant, beneficiary, provider, audit and control. More detailed benefits of introducing principles of e-cohesion are described in the PA SR.

~~Tab. 101~~Tab. 102 Reduction administrative burden for beneficiaries (See Annex 8)

11 Horizontal principles

11.1 Sustainable development

Programmes cofinanced from ESIF must comply with the horizontal principle of sustainable development. The sustainable development is based on three pillars: environmental, economic and social. The main objective of the horizontal principle of sustainable development will be achievement of environmental, social and economic sustainability of social and economic growth with priority on the protection and improvement of the environment, taking into account the "polluter pays" principle[54]. These three pillars of sustainable development will be specific aims of the horizontal principle of sustainable development. These will be subdivided into partial aims that will comprise the respective thematic objectives set for ESIF 2014 – 2020. The transport sector is a priority in the environmental pillar of HP SD, targets on supporting sustainable transport and removing bottlenecks in key network infrastructures, with the impact on partial objective of environmental protection. The area of informatisation contributes primarily to the economic pillar of HP SD, to the sub-objective of strengthening research, technological development and innovation, with the overarching objective of increasing the competitiveness of SMEs. The OP pillar also affects the social pillar of HP SD, especially the sub-objective of promoting employment and labor mobility.

In the application of the "polluter pays" principle in particular two horizontal instruments are used in SR – integrated prevention and control of pollution and environmental impact assessment (EIA). These horizontal instruments will also be applied in the provision of support from ESIF.

The principle of sustainable development will be integrated in OPII through its respective managing documentation. The basic framework for identification of priority areas and aims for the application of the principle of sustainable development will be the Implementation system of HP SD published at www.vicepremier.gov.ska ~~national strategic document~~, through which the application of this principle in OPII will be ensured. For an efficient application of the horizontal principle of sustainable development its main objective will be determined in the process of evaluation and selection of applications for support as a disqualification criterion under the priority axes of OPII.

The process of monitoring of compliance with the principle of sustainable development will be monitored at project level through monitoring reports (i.e. description of performed activities, their results and evaluation of their contribution to the implementation of aims of the horizontal principle), as well as through an on-site inspection of the implementation of projects and evaluation of their contribution to the aims of the horizontal principle. The output itself containing information about the application of the horizontal principle will be the basis for the evaluation of contribution of ESIF to the implementation of objectives identified in the national strategic document. The evaluation of the attained level of objectives set in the national strategic document, including the proposal of corrective measures and recommendations for their implementation will be submitted to the Government of SR on an annual basis.

Analytical, evaluation, strategic and methodical activities for the application of the horizontal principle of sustainable development will be ensured at national level by the Office of the Government of SR, ~~:~~

[54] The „polluter pays" is not defined in legislation of SR, but this principle in general means a rule that a person who by his action or omission may cause or has caused pollution or damage to the environment should bear the costs of preventive and corrective measures preventing the pollution or damage. In cases where corrective measures cannot be implemented by reinstatement of the environment, the polluter should bear compensation for damage or pollution of environment which is directly proportional to the rate of his contribution to this pollution or damage to the environment. The competent body of public administration may take necessary preventive or corrective measures only if the polluter is unable to implement these measures himself. The polluter pays principle comprises the components of prevention and correction. The component of prevention means that every person who by his action or omission may cause damage to the environment is obliged to implement at his expense measures preventing the pollution or damage to the environment or minimise these undesirable negative effects of own activity to a level that is permitted by special regulations (admissible limits of air, water, soil pollution, etc.). The component of correction means that every person who has caused a serious damage to the environment or pollution is obliged in accordance with generally binding legal regulation to remove this pollution or damage to the environment at his own expense and to put the environment into initial condition or in a condition that causes minimum damage to the environment or minimum pollution of its individual components.

as of 1 June 2016, the newly established Office of the Deputy Prime Minister of the Slovak Republic for Investments and Informatization. MA OPII will regularly inform the body responsible for application of the horizontal principle of sustainable development about its implementation through the evaluation of monitoring reports and on-site inspections with regular periodicity. A representative of the body responsible for application of the horizontal principle of sustainable development will be responsible for definition of conditions of provision of support for the application of the horizontal principle of sustainable development and the method of its verification, which will be binding for MA OPII. This representative will also organise educational and training activities for the application of sustainable development for entities involved in the implementation of ESIF, relevant socio-economic partners and evaluators of the applications for support. The competent representatives of the Office of the Government of SR who are responsible for the application of the horizontal principle of sustainable development will be represented in the monitoring committee for OPII and in working groups for preparation and implementation of OPII. For the purpose of reducing the negative impact on the climate and limitation of air pollution and other components of the environment, as well as with regard to energy efficiency, so-called green public procurement55 will be used for projects financed from ESIF[56].

In the area of air protection it is necessary to support new BAT technologies and system measures that will allow to reduce emissions and ensure among others compliance with the Directive on Industrial Emissions and contribute to the fulfilment of requirements resulting from the Directive on National Emission Ceilings and the Directive on Ambient Air Quality and Cleaner Air for Europe[57].

In the framework of active adaptation to climate change impacts a comprehensive Strategy of adaptation of SR to climate change impacts was prepared and approved by the Regulation of the Government of SR No 148/2014. This strategy proposes principles to be followed by adaptation processes, criteria for selection of priority measures and a set of adaptation measures that should bring a reduction of negative social and economic costs. In accordance with conclusions of the EU Council from February 2013 activities in the area of climate change (mitigation and adaptation) were directly included in relevant OPs, with earmarking of indicative allocation for identified measures. For systematic monitoring of climate change impacts of OP it is possible to use existing models that allow to determine the carbon intensity of individual activities under OP (e.g. model CO2MPARE).

11.2 Equality of opportunities and non-discrimination

Promotion of basic rights, non-discrimination and equality of opportunities is one of basic principles applied in EU. The equality of opportunities is part of the pillars of the European employment strategy and the European framework strategy for non-discrimination and equal opportunities for all, according to which this horizontal principle will **support the fight against discrimination on the basis of sex, race, ethnic origin, religion or belief, disability, age or sexual orientation.**

The main objective of the horizontal principle of non-discrimination is to ensure the equality of opportunities in access to and use of infrastructure and services. Persons with disabilities, for whom it is necessary to create special access conditions (e.g. disabled architecture, accessible information), require a special treatment. Without such conditions the inclusion of persons with disabilities in society and in the working process according to the UN Convention on the Rights of Persons with Disabilities, which became binding for SR from 25 June 2010, is not possible.

For the purpose of prevention of discrimination and promotion of the equality of opportunities these principles will also be applied in the framework of OPII through the introduction of compensatory measures and activities aimed to the support of disadvantaged groups. The application of this principle

[55] ~~http://www.rokovania.sk/File.aspx/ViewDocumentHtml/Mater-Dokum-141217?prefixFile=m_~~ National Action Plan for Green Public Procurement in the Slovak Republic for 2016 - 2020, Resolution of the Government of the Slovak Republic no. 590/2016 of 14 December 2016 (https://rokovania.gov.sk/RVL/Material/21622/1) sets priority product groups. Mandatory application of specific environmental characteristics for selected product groups will be introduced: Copy and Graphic Paper, Office IT Equipment and Vehicles and Transport Services.

[57] Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe

in conditions of OPII consists particularly in the creation of conditions of accessibility of the physical environment, transport and public services for citizens with restricted mobility and orientation. **The Strategy of development of transport infrastructure by the support of sustainable urban mobility and information society does not affect the rules of equal treatment. On the contrary, all results of the implementation of OPII projects are intended for the general public and are non-discriminatory.** Activities in the implementation of projects will be carried out in accordance with EC legislation in the area of compliance with the rules of equality of opportunities.

The description of activities aimed to introduction of temporary compensatory measures, compliance with the principles of non-discrimination and support of accessibility, as well as the final document from the assessment process (in case of accessibility) or the opinion of the competent body that the proposed activity or change in the proposed activity complies the principle of accessibility will be an obligatory annex to the application for financial contribution. This approach will be integrated in OPII through its respective managing documentation. The basic framework for identification of priority areas and aims for the application of the principle of sustainable development will be a national strategic document, through which the application of this principle in the OPII will be ensured. For an efficient application of the horizontal principle of non-discrimination and accessibility, a disqualification criterion will be determined under the priority axes of OPII in the process of evaluation and selection of applications for financial contribution. A mandatory annex to the application for contribution from ESIF will be an authorisation in case of activities which require this authorisation.

The process of monitoring of the implementation of horizontal principles will be monitored at the project level through monitoring reports, a part of which will be a special output containing information about horizontal principles (i.e. description of performed activities, their results and evaluation of their contribution to the implementation of aims of the horizontal principles), as well as through an on-site inspection of the implementation of projects and evaluation of their contribution to the aims of the horizontal principles. The output itself containing information about the application of the horizontal principles will be the basis for the evaluation of contribution of ESIF to the implementation of objectives identified in the national strategic document. The evaluation of the attained level of objectives set in the national strategic document, including the proposal of corrective measures and recommendations for their implementation will be submitted to the Government of SR on an annual basis.

MA OPII will regularly inform the body responsible for application of the horizontal principle of equality of opportunities and non-discrimination about its implementation through the evaluation of monitoring reports and on-site inspections with regular periodicity. Analytical, evaluation, strategic and legislative activities for the application of the horizontal principle of equality of opportunities and non-discrimination will be ensured at national level by the Ministry of Labour, Social Affairs and Family of SR (hereinafter "MLSAF SR") that is responsible for the state policy in these areas. This ministry will be responsible for definition of conditions of provision of support for the application of these horizontal principles and the method of their verification, which is binding for MA OPII. It will also organise educational and training activities for the application of non-discrimination and accessibility for entities involved in the implementation of ESIF, relevant socio-economic partners and evaluators. Compliance with the principles of accessibility and non-discrimination will thus be ensured not only by disqualification in case of violation of the conditions, but also in the evaluation and selection process, where involvement of relevant partners is envisaged.

The competent representatives of MLSAF SR responsible for the application of horizontal principles in the area of equality of opportunities and non-discrimination will be represented in the monitoring committee for OPII and in working groups for preparation and implementation of OPII.

11.3 Equality between men and women

The strategy of development of transport infrastructure by the support of sustainable urban mobility and information society does not affect the rules of equal treatment in terms of gender equality.

The main objective of the horizontal principle of equality between men and women is a reduction of horizontal and vertical gender segregation in individual sectors of economy.

For the purpose of promoting equality between men and women this principle will be applied in OPII, in spite of the fact that the programme activities are not directly aimed to the support of compensatory measures. A description of activities aimed to compliance with the principle of equality between men and women will be a mandatory annex to the application for financial contribution. This approach will be integrated in OPII through the respective managing documentation. The basic framework for identification of priority areas and aims for the application of the principle of gender equality will be a national strategic document, through which the application of this principle in OPII will be ensured. For an efficient application of the horizontal principle of gender equality a disqualification criterion will be determined under the priority axes of OPII in the process of evaluation and selection of applications for financial contribution. A mandatory annex to the application for contribution from ESIF will be an authorisation in case of activities which require this authorisation.

The process of monitoring of the implementation of horizontal principles will be monitored at the project level through monitoring reports, a part of which will be a special output containing information about horizontal principles (i.e. description of performed activities, their results and evaluation of their contribution to the implementation of aims of the horizontal principles), as well as through an on-site inspection of the implementation of projects and evaluation of their contribution to the aims of the horizontal principles. The output itself containing information about the application of the horizontal principles will be the basis for the evaluation of contribution of ESIF to the implementation of objectives identified in the national strategic document. The evaluation of the attained level of objectives set in the national strategic document, including the proposal of corrective measures and recommendations for their implementation will be submitted to the Government of SR on an annual basis.

The MA OPII will regularly inform the body responsible for application of the horizontal principle of gender equality about its implementation through the evaluation of monitoring reports and on-site inspections with regular periodicity. Analytical, evaluation, strategic and legislative activities for the application of the horizontal principle of promoting equality between men and women will be ensured at national level by the MLSAF SR that is responsible for the state policy in these areas. This ministry will be responsible for definition of conditions of provision of support for the application of this horizontal principle and the method of its verification, which is binding for MA OPII. It will also organise educational and training activities for the application of gender equality for entities involved in the implementation of ESIF, relevant socio-economic partners and evaluators. Compliance with the principles of gender equality will thus be ensured not only by disqualification in case of violation of the conditions, but also in the evaluation and selection process, where involvement of relevant partners is envisaged.

The competent representatives of MLSAF SR responsible for the application of the horizontal principle in the area of promoting equality between men and women will be represented in the monitoring committee for OPII and in working groups for preparation and implementation of OPII.

12 Individual parts

12.1 List of major projects

~~Tab. 102~~Tab. 103 List of major projects

Project	Planned date of notification/submission (year, quarter)	Planned start of implementation (year, quarter)	Planned date of termination of implementation (year, quarter)	Priority axes/ investment priorities
Modernization of the railway line Žilina - Košice, section Liptovský Mikuláš - Poprad Tatry (outside), realization of section Paludza - Liptovský Hrádok	2020, 1Q	20120, 3Q	2023, 3Q	Priority axis 1/IP 7i)
Modernisation of corridor CR/SR state border – Čadca – Krásno nad Kysucou	2022, 2Q	20121, 4Q	2023, 4Q	Priority axis 1/IP 7i)
ŽSR, Node of Bratislava	2020, 1Q	2020, 1Q	2023, 1Q	Priority axis 1/IP 7i)
ZSR, Modernization of the railway line Púchov - Žilina, for line speed up to 160 km / h. - 1st phase, section Púchov - Považská Teplá	2017, 4Q	2016, 3Q	2020, 1Q	Priority axis 1/IP 7i)
ŽSR, Completion of marshalling yard Žilina – Teplička and related railway infrastructure in the node of Žilina I phase	2019, 4Q	2019, 2Q	2022, 2Q	Priority axis 1/IP 7i)
ZSSK, renewal of the rolling stock	2017, 3Q	2018, 1Q	2022, 4Q	Priority axis 1/IP 7iii)
D1 Hričovské Podhradie – Lietavská Lúčka (2nd phase)	2016, 2Q	2014, 1Q	2019, 1Q	Priority axis 2/IP 7i)
D1 Lietavská Lúčka – Višňové – Dubná Skala (2nd phase)	2017, 3Q	2014, 2Q	2019, 4Q	Priority axis 2/IP 7i)
D1 Hubová – Ivachnová (2nd phase)	2018, 4Q	2015, 4Q	2021, 4Q	Priority axis 2/IP 7iii)
D1 Prešov West – Prešov South	2018, 2Q	2017, 2Q	20121, 3Q	Priority axis 2/IP 7i)
D1 Budimír – Bidovce	2017, 4Q	2016, 4Q	2019, 4Q	Priority axis 2/IP 7i)
D3 Svrčinovec – Skalité (2nd phase)	2017, 3Q	2015, 4Q	2017, 3Q	Priority axis 2/IP 7i)
D3 Žilina Strážov – Žilina Brodno (2nd phase)	2016, 4Q	2014, 2Q	2017, 4Q	Priority axis 2/IP 7i)
D3 Čadca Bukov – Svrčinovec	2017, 4Q	2016, 4Q	2020, 4Q	Priority axis 2/IP 7i)
Connection of the city quarter Petržalka to the city centre by rail, NS UMT 1st phase Main station – Janíkov dvor, operating section Bosákova street – Janíkov dvor, 2nd part Bosákova – Janíkov dvor	2020, 1Q	2019, 4Q	2021, 4Q	Priority axis 3/IP 7ii)
Modernization of tram lines in Košice - 2nd phase - 1st part	2016, 4Q	2016, 4Q	2018, 3Q	Priority axis 3/IP 7iii)
17 Deployment of ERTMS on Corridor IV Bratislava – Nové Zámky – Štúrovo / Komárno (ETCS L2 + GSM-R)	2020, 1Q	2020, 1Q	2023, 1Q	Priority axis 5/IP 7d)

Project	Planned date of notification/submission (year, quarter)	Planned start of implementation (year, quarter)	Planned date of termination of implementation (year, quarter)	Priority axes/ investment priorities
18 R2 Rožňava – Jablonov nad Turňou (Soroška)	2018, 3Q	2019, 1Q	2024, 1Q	Priority axis 6/IP 7a)
19 R2 Košice, Šaca – Košické Oľšany	2018, 4Q	2020, 1Q	2023, 1Q	Priority axis 6/IP 7a)
20 Broadband development	2018, 2Q	2018, 4Q	2023, 4Q	Priority axis 7/IP 72a)

12.2 Performance framework

~~Tab. 103~~Tab. 104 Performance framework

Priority axis	Fund	Category of regions	Phase of implementation, financial indicator, output indicator	Measuring unit	Partial target for year 2018	Target value 2023
Priority axis 1	*CF*	*N/A*	*Total length of reconstructed or renovated railway line in TEN-T*	*km*	*8,8*	*34,8*
Priority axis 1	*CF*	*N/A*	*Total amount of eligible costs certified by the Certification Body and submitting payment requests European Commission*	*EUR*	*166 516 044*	*853 928 431*
Priority axis 2	*CF*	*N/A*	*Total length of new roads in TEN-T*	*km*	*16,6*	*111,7*
Priority axis 2	*CF*	*N/A*	*Total amount of eligible costs certified by the Certification Body and submitting payment requests European Commission*	*EUR*	*470 441 177*	*1 344 117 648*
Priority axis 3	*CF*	*N/A*	*Total length of new or modernised lines for trams or subway*	*km*	*7,9*	*18,3*
Priority axis 3	*CF*	*N/A*	*Total amount of eligible costs certified by the Certification Body and submitting payment requests European Commission*	*EUR*	*113 770 589*	*379 235 295*
Priority axis 4	*CF*	*N/A*	*Number of tender notices of projects published in accordance with prepared feasibility study for public port Bratislava*	*number*	*2*	*2*
Priority axis 4	*CF*	*N/A*	*Number of modernised public ports in TEN-T CORE*	*number*	*0*	*1*
Priority axis 4	*CF*	*N/A*	*Total amount of eligible costs certified by the Certification Body and submitting payment requests European Commission*	*EUR*	*13 700 000*	*137 000 000*
Priority axis 5	*ERDF*	*Less developed*	*Total length of reconstructed or renovated railway line*	*km*	*54,5*	*54,5*
Priority axis 5	*ERDF*	*Less developed*	*Number of locations with eliminated environmental burden caused by rail transport*	*number*	*3*	*3*
Priority axis 5	*ERDF*	*Less developed*	*Total amount of eligible costs certified by the Certification Body and submitting payment requests European Commission*	*EUR*	*99 611 375*	*332 037 915*
Priority axis 6	*ERDF*	*Less developed*	*Total length of new roads*	*km*	*10,25*	*31,75*
Priority axis 6	*ERDF*	*Less developed*	*Total amount of eligible costs certified by the Certification Body and submitting payment requests European Commission*	*EUR*	*142 575 656*	*570 302 622*
Priority axis 7	*ERDF*	*Less developed*	*Total amount of eligible costs certified by the Certification Body and submitting payment requests European Commission*	*EUR*	*132 097 309*	*927 155 226*
Priority axis 7	*ERDF*	*Less developed*	*Number of additional centrally used support systems*	*number*	*2*	*7*

			of internal administration within the PAIS (e.g. as services in SaaS cloud)			
Priority axis 7	*ERDF*	*Less developed*	*Additional share of central government ~~institutions~~authorities participating in the eGovernment cloud*	*%*	*30*	*100*

12.3 Involvement of respective partners in the preparation of the operational programme and roles of partners in the implementation, monitoring and evaluation of the operational programme

~~Tab. 104~~Tab. 105 Composition and number of representatives of the Managing Committee for Preparation of the OPII in 2014 - 2020 programming period

Item	Organisation/institution
1.	Ministry of Transport, Construction and Regional Development of the Slovak Republic
2.	Ministry of Finance of the Slovak Republic
3.	Ministry of Interior of the Slovak Republic
4.	Ministry of Health of the Slovak Republic
5.	Ministry of Culture of the Slovak Republic
6.	Ministry of Defence of the Slovak Republic
7.	Ministry of Justice of the Slovak Republic
8.	Ministry of Agriculture and Rural Development of the Slovak Republic
9.	Ministry of Education, Science, Research and Sport of the Slovak Republic
10.	Ministry of Economy of the Slovak Republic
11.	Ministry of Labour, Social Affairs and Family of the Slovak Republic
12.	Office of the Government of the Slovak Republic
13.	Representative of non-government non-profit organisations nominated by the Office of the Plenipotentiary of the Government of SR for the development of civil society
14.	Association of Self-Governing Regions SK8
15.	Association of Towns and Villages of Slovakia

Tab. 105 Composition and number of representatives of Working Group for Programming in Transport Sector in the 2014 – 2020 Programming Period

No.	Organisation/Institution
1.	Ministry of Transport, Construction and Regional Development of the SR
2.	Ministry of Environment of the Slovak Republic
3.	National Motorway Company
4.	Slovak Road Administration
5.	Railways of the Slovak Republic
6.	Railway Company Cargo Slovakia
7.	M. R. Štefánik Airport – Airport Slovakia
8.	Poprad – Tatry Airport
9.	Žilina Airport Company
10.	Piešťany Airport
11.	Sliač Airport
12.	Waterbourne Transport Development Agency
13.	Public Ports
14.	JASPERS
15.	Capitol of the Slovak Republic Bratislava
16.	Košice City
17.	Prešov City
18.	Žilina City
19.	Bratislava HTU
20.	Banská Bystrica HTU
21.	Košice HTU
22.	Nitra HTU

23.	Prešov HTU
24.	Trenčín HTU
25.	Trnava HTU
26.	Žilina HTU
27.	Union of Transport, Posts and Telecommunications of SR
28.	Association of Towns and Municipalities of Slovakia
29.	Union of Cities and Towns of Slovakia
30.	Friends of the Earth - CEPA
31.	Transport Research Institute
32.	Žilina University
33.	Slovak Technical University, Bratislava

Tab. 106 Composition and number of representatives of the Working group for implementation of ex ante conditionalities Digital Growth and Next Generation Access Infrastructure

Item	Organisation/institution
1.	Ministry of Transport, Construction and Regional Development of the SR
2.	Office of the Government of the Slovak Republic – Central Coordination Body
3.	Office of the Government of the Slovak Republic - Managing Authority for OPIS
4.	Ministry of Finance of the Slovak Republic
5.	Ministry of Interior of the Slovak Republic
6.	Ministry of Health of the Slovak Republic
7.	Ministry of Culture of the Slovak Republic
8.	Ministry of Environment of the Slovak Republic
9.	Ministry of Agriculture and Rural Development of the Slovak Republic
10.	Ministry of Education, Science, Research and Sport of the Slovak Republic
11.	Ministry of Economy of the Slovak Republic
12.	Partnership for Prosperity
13.	IT Association of Slovakia
14.	Union of Town and Cities of Slovakia
15.	Association of Towns and Villages of Slovakia
16.	Association of Self-Governing Regions SK8
17.	National Agency for Network and Electronic Services
18.	Slovak Technical University

13 Annexes

13.1 Final report from the ex ante evaluation of OPII

See Annex 1.

13.2 List of abbreviations

See Annex 2.

13.3 Mutual coordination system between the OP Integrated Infrastructure and the OP Effective Public Administration

See Annex 3.

13.4 Mutual coordination system between the OP Integrated Infrastructure (2014 – 2020) and Rural Development Programme SR 2014 – 2020

See Annex 4.

13.5 Improvement of the regions' accessibility

See Annex 5.

13.6 Description of the condition and the intentions in the infrastructure of public passenger transport

See Annex 6.

13.7 Maps

See Annexes 7.1 – 7.5.

13.8 General ex ante conditionalities

See Annex 8.