

1 Strategy of the Operational Programme

1.1 Strategy of OP for contribution to the EU Strategy for intelligent, sustainable and inclusive 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

Tab. 1 Priority axes of OPII including the determination of responsibility for the implementation

Name of priority axis	Fund	Responsible entity
Priority axis 1 - Railway infrastructure (TEN-T CORE) and renewal of the rolling stock	CF	MTC SR
Priority axis 2 - Road infrastructure (TEN-T)	CF	MTC SR
Priority axis 3 - Public passenger transport	CF	MTC SR
Priority axis 4 - Water transport infrastructure (TEN-T CORE)	CF	MTC SR
Priority axis 5 - Railway infrastructure	ERDF	MTC SR
Priority axis 6 - Road infrastructure (outside TEN-T CORE)	ERDF	MTC SR
Priority axis 7 - Information society	ERDF	MF SR
Priority axis 8 - Technical assistance	ERDF	MTC SR, DPMO

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

Tab. 2 Plnenie Digitálnej agendy pre Európu z pohľadu prioritných tém

Pillar	Main activities	Specific objectives
I. Digital Single Market	<ul style="list-style-type: none"> Open up public data resources for re-use Rules for data protection 	Improving the overall availability of public administration data in the form of open data
	<ul style="list-style-type: none"> Measures to stimulate a European online content market Migration to Single European payment and eInvoicing, Regulation on electronic identification and credible services for electronic transactions in the internal market, eCommerce Directive Rules for data protection Simplification of enterprise in the European Union 	<p>Enhancing innovation capacity, in particular of small and medium-sized enterprises in the digital economy</p> <p>Enabling modernisation and rationalisation of public administration by ICT means</p>
II. Interoperability and standards	<ul style="list-style-type: none"> Promoting interoperability by adoption of the European strategy and framework of interoperability Adoption of legislative measures, standards, common frameworks, implementation of generic instruments and reusable technical blocks enabling cross-border interoperability of services and systems Mutual recognition of eID and credible services for electronic transactions 	<p>Enhancing the quality, standard and accessibility of the eGovernment services for businesses</p> <p>Enabling modernisation and rationalisation of public administration by ICT means</p> <p>Enhancing the quality, standard and accessibility of the eGovernment services for citizens</p>
III. Trust and security	<ul style="list-style-type: none"> Fight against cyber-attacks, European cybercrime platform Provision of security breach notifications Development of National Alerta and Notifications Platform Creation of a better internet for children (responsible access in the use of the internet) 	Increasing cyber-security in society
IV. Fast and ultra-fast internet access	<ul style="list-style-type: none"> To strengthen and increase the effectiveness of financing of high-speed broadband from EU funds 	Increase in broadband coverage/NGN

	<ul style="list-style-type: none"> ▪ To support investments in competitive NGNs 	
V. Research and innovation	<ul style="list-style-type: none"> ▪ Next generation of web-based applications and services 	<p>Enhancing the quality, standard and accessibility of the eGovernment services for businesses</p> <p>Enhancing the quality, standard and accessibility of the eGovernment services for citizens</p>
	<ul style="list-style-type: none"> ▪ Support of common infrastructure for research of ICT and innovative clusters ▪ EU Strategy for “cloud computing” especially for public administration and scientific sector 	Rationalizing of the operation of information systems by eGovernment cloud
VI. Enhancing digital literacy, skills and inclusion	<ul style="list-style-type: none"> ▪ Deployment of eLearning services and eSkills for gaining ICT skills ▪ Support of on-line instruments for retraining and permanent professional growth ▪ Involvement of women in ICT labour market ▪ Provision of access to websites of the public sector and facilitating of access to the content for disadvantaged persons 	Promoting digital skills and including disadvantaged individuals into the digital market
VII. ICT – enabled benefits for EU society	<ul style="list-style-type: none"> ▪ Deployment of telemedicine services in a larger scope ▪ Increase of effectiveness of health care ▪ Support of EU-wide standards, testing of interoperability and certification of eHealth ▪ Technologies of Ambient Assisted living in the area of tele-care and on-line support of social services ▪ Development alert systems for notifying dangerous vents 	<p>Enhancing the quality, standard and accessibility of the eGovernment services for businesses</p> <p>Enhancing the quality, standard and accessibility of the eGovernment services for citizens</p> <p>Promoting digital skills and including disadvantaged individuals into the digital market</p>
	<ul style="list-style-type: none"> ▪ Support of seamless cross-border eGovernment services for the support of SMEs 	Enhancing innovation capacity, in particular of small and medium-sized enterprises in digital economy

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
<p>7 – Promoting sustainable transport and removing bottlenecks in key network infrastructures</p>	<p>7i) Supporting a multimodal Single European Transport Area by investing in the Trans-European Transport (TEN-T) network</p>	<p>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.</p> <p>Europe 2020 Strategy</p> <ul style="list-style-type: none"> - the link with the priority „Sustainable growth: promoting a more resource efficient, greener and more competitive economy“; <p>White Paper - Roadmap to a Single European Transport Area</p> <ul style="list-style-type: none"> - one of the main objectives of the White Paper is to operate a fully functional and EU-wide multimodal core TEN-T network up to 2030 and to transfer 30% of road freight transport over 300 km to another mode of transport, e.g. rail; <p>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</p> <ul style="list-style-type: none"> - the regulation lays down guidelines for the development of the TEN-T network, and foresees the completion of the core network by 2030 through the creation of a new as well as substantial modernization and renewal of the existing infrastructure; <p>Partnership Agreement for the Slovak Republic</p> <p>Commission Position Paper on the Development of the Partnership Agreement and Programs in Slovakia 2014-2020</p> <ul style="list-style-type: none"> - investment in transport infrastructure targeting the TEN-T network in order to improve accessibility and sustainable modes of transport for economic growth and job creation.

		<p>National Reform Program</p> <ul style="list-style-type: none"> - One of the fundamental objectives of the Cohesion Policy NRP is "Core Infrastructure" to ensure conditions for sustainable and balanced development and employment growth. <p>Strategic Transport Development Plan of the Slovak Republic up to 2020, Strategy for the development of public passenger and non-motorized transport of the Slovak Republic until 2020</p> <ul style="list-style-type: none"> - strategic documents identifying sector priorities by 2020.
	<p>7b) Enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes</p>	<p>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.</p> <p>Europe 2020 Strategy</p> <ul style="list-style-type: none"> - the link with the priori „Sustainable growth: promoting a greener and more competitive, resource-efficient economy“; <p>Partnership Agreement for the Slovak Republic</p> <p>Commission Position Paper on the Development of the Partnership Agreement and Programs in Slovakia 2014-2020</p> <ul style="list-style-type: none"> - prioritizing key transport investments connecting secondary and tertiary nodes to TEN-T infrastructure; <p>Strategic Transport Development Plan of the Slovak Republic up to 2020, Strategy for the development of public passenger and non-motorized transport of the Slovak Republic until 2020</p> <ul style="list-style-type: none"> - strategic documents identifying sector priorities by 2020.
	<p>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</p>	<p>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</p>

	regional and local mobility	<p>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.</p> <p>Europe 2020 Strategy</p> <ul style="list-style-type: none"> - the link with the priori „Sustainable growth: promoting a greener and more competitive, resource-efficient economy“; <p>Partnership Agreement for the Slovak Republic</p> <p>Commission Position Paper on the Development of the Partnership Agreement and Programs in Slovakia 2014-2020</p> <ul style="list-style-type: none"> - sustainable urban transport plans for major urban centers - investment priorities in clean urban transport, including trams, trains, green buses. <p>National Reform Program</p> <ul style="list-style-type: none"> - priorities for public passenger transport and urban mobility; <p>Strategic Transport Development Plan of the Slovak Republic up to 2020, Strategy for the development of public passenger and non-motorized transport of the Slovak Republic until 2020</p> <ul style="list-style-type: none"> - strategic documents identifying sector priorities by 2020.
	7iii) Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures	<p>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).</p> <p>Europe 2020 Strategy</p> <ul style="list-style-type: none"> - the link with the priori „Sustainable growth: promoting a greener and more competitive, resource-efficient economy“; <p>White Paper - Roadmap to a Single European Transport Area</p> <ul style="list-style-type: none"> - the deployment of intelligent mobility systems - the European Rail Traffic Management System (ERTMS) and rail information systems to ensure full interoperability <p>Partnership Agreement for the Slovak Republic.</p> <p>Commission Position Paper on the Development of the Partnership Agreement and</p>

		<p style="text-align: center;">Programs in Slovakia 2014-2020</p> <ul style="list-style-type: none"> - support for measures to increase rail competitiveness, emphasis on technical harmonization and interoperability between systems. <p style="text-align: center;">National Reform Program</p> <ul style="list-style-type: none"> - One of the fundamental objectives of the NRP for the Cohesion Policy is "Basic Infrastructure" to ensure the conditions for sustainable and balanced development and employment growth - Modernization of railway corridors, renewal of rolling stock. <p style="text-align: center;">Strategic Transport Development Plan of the Slovak Republic up to 2020</p> <ul style="list-style-type: none"> - modern and safe railway infrastructure - ensuring operability and increasing the safety and reliability of rail transport. - ensuring comfortable passenger transport with an emphasis on the essential improvement of passenger transport parameters.
--	--	--

1.2.2 Information society

Tab. 5 Pro-rata types under the PA 7

Type	Rate calculation based on pro-rata	Pro-rata proxy (%)	Specific objective
1.	Pro-rata does not apply	N/A	7.1, 7.8
2.	Share of population BSK	11,42	7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9
3.	Share of public administration employees in BSK	21,52	7.7, 7.8

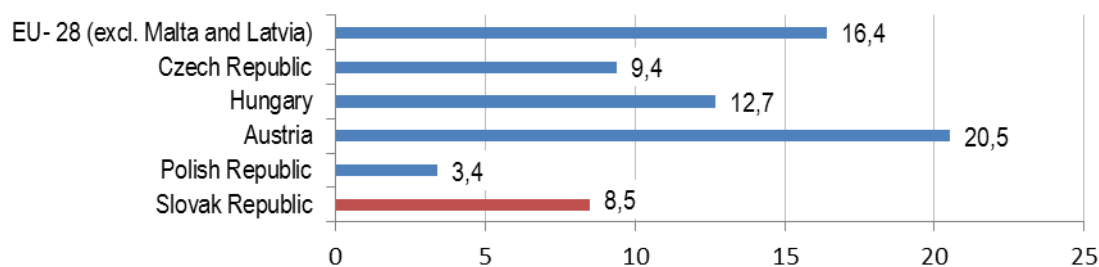
2 Priority Axes

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

2.2.2.2 Description of the type and examples of activities

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

Graf. 1 Motorway network density as of 01 January 2012 (km/1000 km²) – international comparison



Výstavba diaľnic

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. Resources can also be used to finance the construction of new motorway sections on the comprehensive TEN-T network

D4 Motorway

D4 motorway after its completion will create a complete external bypass the Slovak capital Bratislava. It connects border crossings Jarovce and Devínska Nová Ves. The total length of the D4 motorway is about 48 km. As per 31.12.2015, about 5 km of the D4 motorway were in operation (of which 3 km in half profile).

The construction of the D4 motorway in the Jarovce - Rača section is part of a road project²⁴, whose construction aims to improve the traffic situation in Bratislava and the adjacent regions. The benefit of the new section of the D4 motorway will be to relieve the traffic system of Bratislava and its catchment area from transit traffic. Other benefits include the acceleration of transport links to the other motorway network in Slovakia (D1, D2) and neighboring countries, the improvement of transport services in the area concerned and the mitigation of environmental impacts, in particular by diverting freight transport from urbanized areas.

Financial resources from the PA 2 are allocated on D4 construction through repayable assistance in the form of financial instruments, and will consist an additional financing of PPP Project.

2.5 PRIORITY AXIS 5: RAILWAY INFRASTRUCTURE (other than TEN-T CORE)

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

RESULTS

b) Removing key bottlenecks on rail infrastructure

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

²⁴ The concession for the design, construction, financing, operation and maintenance of the Jarovce – Rača sections of the D4 motorway and the Bratislava Prievoz – Holice sections of the R7 expressway (hereinafter “PPP Project”).

2.5.2.2 Description of the type and examples of activities

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.

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.

2.7 PRIORITY AXIS 7: INFORMATION SOCIETY

2.7.1 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

The choice of technological platform for the development of regional 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. Regional 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.

SPECIFIC OBJECTIVE 7.9: Increasing cyber-security in society

2.7.4.2 Description of type and examples of activities

P. 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 individual measures and audits (including the proposed audit measures) will be developed for the above areas.

2.8 Priority Axis 8 – Technical assistance

2.8.2 Specific objectives for investment priorities and expected results

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.

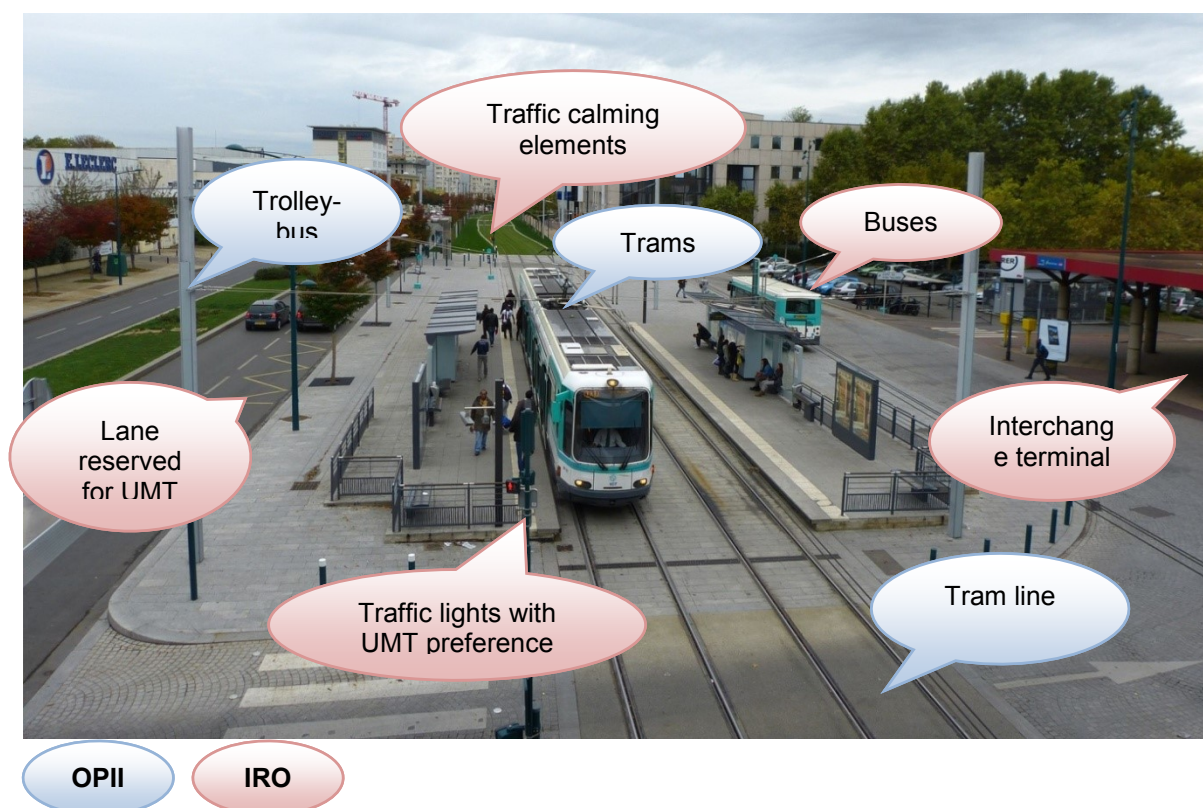
8 Coordination with other programmes and financial instruments

8.1 Division lines with other ESIF

Tab. 90 Demarcation lines between OPII and IRO

OPII	IROP
<p>Construction and modernisation of road infrastructure:</p> <ul style="list-style-type: none"> - Construction of motorways and express ways; - Construction and modernisation of first-class roads; <p>Promoting sustainable urban mobility:</p> <ul style="list-style-type: none"> - Construction and modernisation of infrastructure for integrated transport systems; - Acquisition of rolling stock for UMS by rail (trams and trolley-buses including vehicles with auxiliary drive); - Modernisation and construction of tram lines in Bratislava and Košice, including UMT preference elements and connection to other types of UMT and non-motor transport; - Modernisation and construction of trolley-bus lines, including UMT preference elements and connection to other types of UMT and non-motor transport; - Implementation and modernisation of technical basis for repairs and maintenance of the rolling stock of UMT; - Reconstruction, modernisation and construction of interchange terminals with intervention in railway infrastructure; - Reconstruction, modernisation and construction of Park & Ride (P+R), Kiss & Ride (K+R), Bike & Ride (B+R) (with intervention in railway infrastructure); - Project preparation. 	<p>Construction and modernisation of road infrastructure:</p> <ul style="list-style-type: none"> - Construction, reconstruction and modernisation of second and third-class roads (in relation to improvement of access to TEN-T network). <p>Promoting sustainable urban mobility:</p> <ul style="list-style-type: none"> - Preparation of strategic and land-use planning documents (plans of mobility, transport master plans, transport service plans); - Renewal and construction of lanes reserved for public passenger transport; - Replacement of Diesel buses in urban mass transport or suburban bus transport by ecological buses, e.g. gas, hybrid or electric buses, together with construction of corresponding supply infrastructure (e.g. gas filling stations, recharging stations), including the purchase of low-entry low-emission buses/electric buses; - Reconstruction, modernisation and construction of interchange terminals, except for terminals with intervention in railway infrastructure; - Reconstruction, modernisation and construction integrated stops of public passenger transport subsystems; - Reconstruction, modernisation and construction of turning areas for road public passenger transport; - Reconstruction, modernisation and construction of Park & Ride (P+R), Kiss & Ride (K+R), Bike & Ride (B+R) (without intervention in railway infrastructure); - Introduction of measures for preferring public passenger transport at intersections; - Modernisation of existing and deployment of new integrated transport systems - technical support of software and hardware; - Deployment of supplementary services in public passenger transport (e.g. transport of bicycles, skis, internet connection etc.)

Fig. 1 Example of complementary activities financed from OPII and IROP in the area of public passenger transport (illustrative figure)



Tab. 91 Complementarity between OPII technical assistance in relation to the OP TP

Activities for PA 8 TA OPII	Support from OPII	Support from OPTA
Reimbursement of salaries for administrative workers involved in the OPII implementation	Reimbursement of salaries for eligible employees within OPII	Reimbursement of salaries for employees involved in management, control and audit of ESIF and OP TA management
Enhancement of professional and language skills of administrative workers involved in the OPII implementation.	Specific training of eligible employees within OPII	Specific training for eligible employees involved in management, control and audit of ESIF and OP TA management, implementation of central training plan
Providing technical equipment and technological support for units involved in the OPII implementation.	Providing technical equipment and technological support for eligible employees of OPII	Horizontal system support, information systems, etc., material and technical equipment for eligible employees involved in horizontal management, control and audit of ESIF and OP TA management
Information exchange at the level of departments and organizations involved in the OPII implementation, the issue of EU funds and issues in the field of	OPII Monitoring committees, coordination meetings, conferences, seminars, domestic and foreign negotiations related to OPII and business trips	Providing information exchange related to activities defined in OP TA

transport and the information society	focused on OPII projects check	
External support for OPII implementation	Providing of evaluations, studies etc. specific for OPII	Providing of horizontal evaluations, studies etc., evaluation and studies within OP TA
Activities of publicity and information	Activities of publicity and information about OPII	Activities of information focused on horizontal publicity about ESIF, information about OP TA

8.2 Coordination with the Connecting Europe Facility (CEF)

8.2.1 Transport

Tab. 92 List of road infrastructure projects suitable for financing from CRF

	Name of project	Length (km)	Investment costs (TEUR)	Implementation of project	
				Start	End
1.	D3 Čadca Bukov - Svrčinovec	5,7	249 237	2015	2018
Investment potential			249 237	-	-

Tab. 93 List of railway infrastructure projects suitable for financing from CEF

	Name of project	Length (km)	Investment costs (TEUR)	Implementation of project	
				Start	End
2.	ŽSR, Modernisation of railway line Žilina – Košice, section Liptovský Mikuláš – Poprad Tatry (station excepting), implementation of sections Poprad–Tatry – Lučivná and Paludza – Liptovský Hrádok	31	500 000	2017	2020
Investment potential			500 000	-	-

Tab. 94 List of water transport projects suitable for financing from CEF

	Name of project	Length (km)	Investment costs (TEUR)	Implementation of project	
				Start	End
1.	New bridge over the river Danube between Komárno – Komárom cities (data for the Slovak part)	1,35	55 556	2016	2018
Investment potential			55 556	-	-

8.2.2 Information society

Tab. 95 Possible use of CEF in the area of information society

Investment priority	Specific aim	Instrument
Extending broadband deployment and the roll-out of high-speed networks and supporting the adoption of emerging technologies and networks for the digital economy	Increase in broadband coverage/NGN	ERDF, CEF
Developing ICT products and services, e-commerce, and enhancing of demand for ICT	Enhancing innovation capacity, in particular of small and medium-sized enterprises in the digital economy	ERDF, CEF

Strengthening ICT applications for e-government, e-learning, e-inclusion, e-culture and e-health	Enhancing the quality, standard and availability of the e-Government services for citizens	ERDF, CEF
	Enhancing the quality, standard and availability of the e-Government services for businesses	ERDF, CEF
	Improving the overall availability of public administration data in the form of open data	ERDF
	Promoting digital skills and including disadvantaged individuals into digital market	ERDF
	Enabling modernisation and rationalisation of public administration by ICT means	ERDF
	Rationalizing the operation of information systems by eGovernment cloud	ERDF, CEF
	Increasing cyber security in society	ERDF

10 Reduction administrative burden for beneficiaries

Tab. 101 Reduction administrative burden for beneficiaries

Planned measures	Start of implementation of measures	Full implementation of measures
Participation of employees in the system of continuous learning of bodies involved in the implementation of ESIF, with impact on the increase of effectiveness of implementation processes and direct reduction of administrative burden for beneficiaries	01.01.2014	31.12.2014 and then currently during the whole programming period 2014 - 2020
For ESIF other than EPFRV - transformation of existing information system ITMS II to a system fully taking into account the requirements of eCohesion, with design and functionalities corresponding to current world standards of intelligent open information systems. For PRV 2014 – 2020 – The Agricultural Payment Agency plans the introduction of electronic communication with the same date of full implementation of measures.	01.01.2014	31.12.2015
Introduction of consistent, clear and effective rules of change procedure allowing to optimally react to changed conditions of project implementation	01.01.2014	31.12.2014
Publication of model PP documentation at the level of PPO in a user-friendly online environment with the aim to disseminate examples of good practice in the area of PP.	01.11.2013	01.07.2015
Direct personal strengthening of administrative capacities in the area of preparation of project requests, PP, area of management and financial management of projects and environmental issues of beneficiaries	01.01.2015	priebežne
For the effective and quality preparation of projects of OPII it is appropriate that	01.01.2015	Continuously

MA OPII includes into eligible activities the new activity “Project management” Though this activity, beneficiaries can refund salaries for employees, who participate on preparation and implementation of OPII projects, or they can ask for funds for external management		
Introduce the culture of exercising continuous consultations with partners (COM, JASPERS, third sector, surrounding states) during transport projects still in their preparatory phase (e.g. in phase of feasibility study) and before their approval on national level, which may lead to positives in the form of shortening the process of preparation and approval of grant request, or elimination repeated addition and modification of project requests.	01.01.2014	Continuously
Creation of conditions for use of simplified expense reporting for projects within those types of activities, where appropriate given the character for use of individual means of expense reporting	01.01.2015	Continuously
From position of MA OPII, enter into bilateral contracts with partners (e.g. PPO, ME SR) with the aim receiving guidance for decisions on level of preparation and implementation of projects.	01.01.2015	Continuously

11 Horizontal principles

11.1 Sustainable development

Explanation of the „polluter pays“ principle

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.

12 Individual parts

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 Composition and number of representatives of the Managing Committee for Preparation of the OPII in 2014 - 2020 programming period

P. č.	Organizácia/inštitúcia	Počet zástupcov / Počet zástupcov s hlasovacím právom
1.	Ministry of Transport, Construction and Regional Development of the Slovak Republic	5 / 4
2.	Ministry of Finance of the Slovak Republic	2 / 1
3.	Ministry of Interior of the Slovak Republic	2 / 1
4.	Ministry of Health of the Slovak Republic	2 / 1
5.	Ministry of Culture of the Slovak Republic	2 / 1
6.	Ministry of Defence of the Slovak Republic	2 / 1
7.	Ministry of Justice of the Slovak Republic	2 / 1
8.	Ministry of Agriculture and Rural Development of the Slovak Republic	2 / 1
9.	Ministry of Education, Science, Research and Sport of the Slovak Republic	2 / 1
10.	Ministry of Economy of the Slovak Republic	2 / 1
11.	Ministry of Labour, Social Affairs and Family of the Slovak Republic	2 / 1
12.	Office of the Government of the Slovak Republic	1 / 1
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	1 / 1
14.	Association of Self-Governing Regions SK8	1 / 1
15.	Association of Towns and Villages of Slovakia	1 / 1

Tab. 105 Composition and number of representatives of Working Group for Programming in Transport Sector in the 2014 – 2020 Programming Period

P. č.	Organizácia/inštitúcia	Počet zástupcov / Počet zástupcov s hlasovacím právom
1.	Ministry of Transport, Construction and Regional Development of the SR	10 / 10
2.	Ministry of Environment of the Slovak Republic	1 / 1
3.	National Motorway Company	1 / 1
4.	Slovak Road Administration	1 / 1
5.	Railways of the Slovak Republic	1 / 1
6.	Railway Company Cargo Slovakia	1 / 1
7.	M. R. Štefánik Airport – Airport Slovakia	1 / 1
8.	Poprad – Tatry Airport	1 / 1
9.	Žilina Airport Company	1 / 1
10.	Piešťany Airport	1 / 1
11.	Sliač Airport	1 / 1

12.	Waterbourne Transport Development Agency	1 / 1
13.	Public Ports	1 / 1
14.	JASPERS	1 / 1
15.	Capitol of the Slovak Republic Bratislava	1 / 1
16.	Košice City	1 / 1
17.	Prešov City	1 / 1
18.	Žilina City	1 / 1
19.	Bratislava HTU	1 / 1
20.	Banská Bystrica HTU	1 / 1
21.	Košice HTU	1 / 1
22.	Nitra HTU	1 / 1
23.	Prešov HTU	1 / 1
24.	Trenčín HTU	1 / 1
25.	Trnava HTU	1 / 1
26.	Žilina HTU	1 / 1
27.	Union of Transport, Posts and Telecommunications of SR	1 / 1
28.	Association of Towns and Municipalities of Slovakia	1 / 1
29.	Union of Cities and Towns of Slovakia	1 / 1
30.	Friends of the Earth - CEPA	1 / 1
31.	Transport Research Institute	1 / 1
32.	Žilina University	1 / 1
33.	Slovak Technical University, Bratislava	1 / 1

Tab. 106 Composition and number of representatives of the Working group for implementation of ex ante conditionalities Digital Growth and Next Generation Access Infrastructure

P. č.	Organizácia/inštitúcia	Počet zástupcov / Počet zástupcov s hlasovacím právom
1.	Ministry of Transport, Construction and Regional Development of the SR	1 / 1
2.	Office of the Government of the Slovak Republic – Central Coordination Body	1 / 1
3.	Office of the Government of the Slovak Republic - Managing Authority for OPIS	1 / 1
4.	Ministry of Finance of the Slovak Republic	5 / 4
5.	Ministry of Interior of the Slovak Republic	1 / 1
6.	Ministry of Health of the Slovak Republic	1 / 1
7.	Ministry of Culture of the Slovak Republic	1 / 1
8.	Ministry of Environment of the Slovak Republic	1 / 1
9.	Ministry of Agriculture and Rural Development of the Slovak Republic	1 / 1
10.	Ministry of Education, Science, Research and Sport of the Slovak Republic	1 / 1
11.	Ministry of Economy of the Slovak Republic	1 / 1
12.	Partnership for Prosperity	1 / 1
13.	IT Association of Slovakia	1 / 1
14.	Union of Town and Cities of Slovakia	1 / 1
15.	Association of Towns and Villages of Slovakia	1 / 1
16.	Association of Self-Governing Regions SK8	1 / 1
17.	National Agency for Network and Electronic Services	1 / 1

18.	Slovak Technical University	1 / 1
-----	-----------------------------	-------