

EuroRAP SLOVENIA 2012

Safety Ranking Slovenia's Road Network



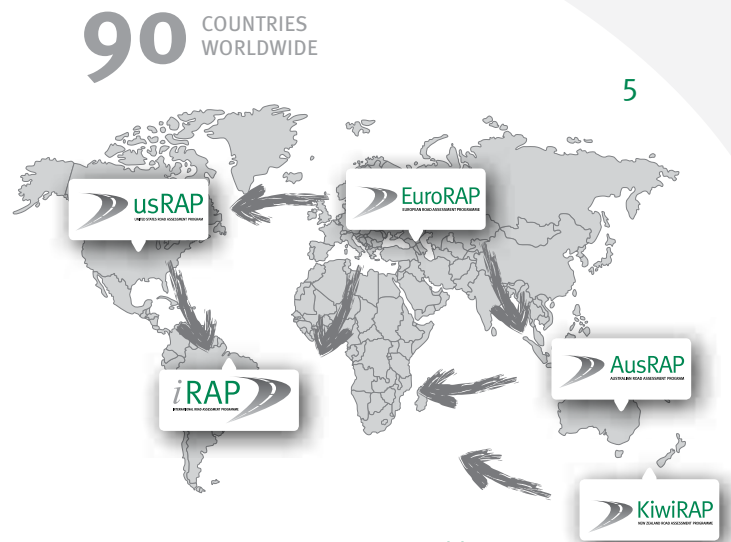
“Risk Maps” 2009–2011

Pilot sections “Star Rating”

“Performance Tracking” of Risk Maps 2006–2008 and 2009–2011

Contents

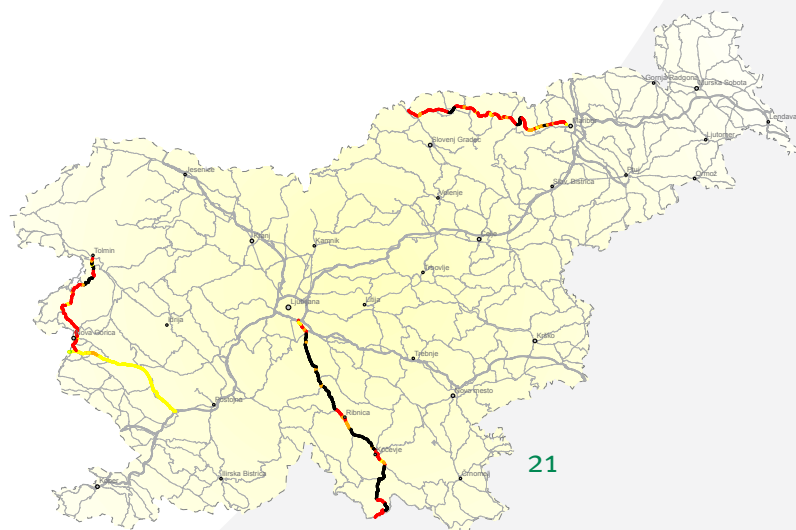
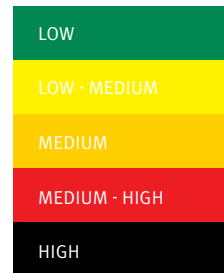
What is EuroRAP?	3
EuroRAP protocols and procedures	6
Important Facts and Findings:	
Statistics for 2009–2011	8
Risk Maps	11
Risk Map: Motorways (AC) and Expressways (HC), 2009–2011	12
Risk Map: Main Roads (G1, G2), 2009–2011	13
Risk Map: Regional Roads (R1, R2, R3, RT), 2009–2011	15
Road Inspections and Star Rating	19
Video-based “Road Inspections”	20
2012 Pilot roads “Star Rating”	21
Roads H4 and G1-1	22
Roads G2-103 and G2-106	25
Summary of the 2012 Pilot roads “Star Rating”	27
Safer Roads Investment Plan	29
Safer Roads Investment Plan for G2-106 , section 0262	30
Performance Tracking	33
“Performance Tracking” of Risk Maps 2006–2008 and 2009–2011	34
Motorways and Expressways	36
Main roads	37
Regional roads	40
Strategic Plan 2013–2015	43



19
Star Rating



11
Risk Rating



What is EuroRAP?

EuroRAP

EuroRAP (European Road Assessment Programme) is an international not-for profit association that aims to provide independent road safety assessment across Europe. Its Members are motoring organizations, national and regional road authorities, and experts who have been selected because of their special contribution to the programme.

It provides us with the methodology, technical knowledge, and assessment tools necessary to make roads safer. Better road design can protect drivers from the potentially serious or even fatal injuries that may result from driving errors.

EuroRAP is compatible with the very widespread and well known EuroNCAP, the crash test programme that star rates new vehicles for the crash protection they provide. In this instance, it is the safety performance of roads which is being assessed and rated.

EuroRAP is intended for:

- the general public and interested road users,
- road management authorities and other interested professionals,
- those responsible for making transport policies within a country.

The purpose of EuroRAP is to:

- inform road users of the risk levels of the roads which they use,
- enable contemporary navigation devices to use the data to provide the possibility of choosing the safest route,
- provide road safety assessment information on roads and roadsides,
- provide tools for the cost assessment of strategies designed for immediate or long-term improvements in road safety,
- provide the methodology to track, evaluate and compare various road improvement measures,
- measure how Slovenian roads perform in relation to international road networks in regards to road safety.

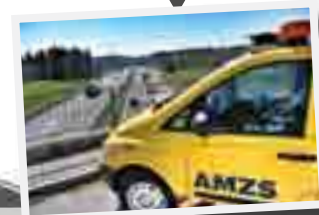


ROAD CRASHES

“Risk Rating”

“Performance Tracking”

ROAD DESIGN AND
INFRASTRUCTURE

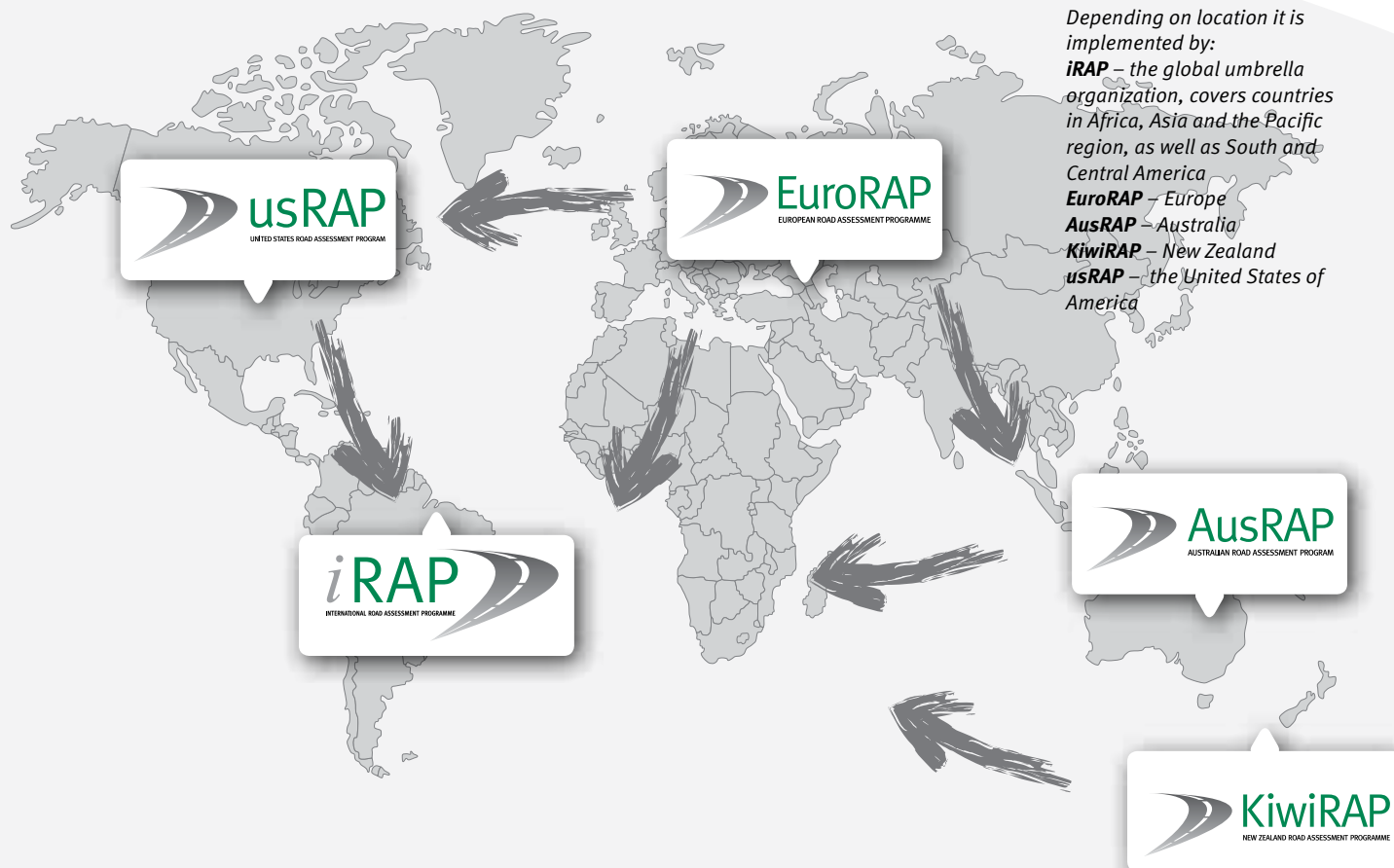


“Road Inspections”

“Star Rating”

“Safer Roads Investment Plan”

90 COUNTRIES WORLDWIDE



The “Road Assessment Programme” involves more than 90 countries worldwide; more than 30 of which are in Europe.

Depending on location it is implemented by:

iRAP – the global umbrella organization, covers countries in Africa, Asia and the Pacific region, as well as South and Central America
EuroRAP – Europe
AusRAP – Australia
KiwiRAP – New Zealand
usRAP – the United States of America

The EuroRAP Slovenia consortium

AMZS has been involved with EuroRAP since 2008. A consortium was formed comprising AMZS, the Ministry of the Interior - Police, the Ministry of Infrastructure and Spatial Planning, the Slovenian Roads Agency, DARS, the Motorway Company in the Republic of Slovenia, and the Traffic Technical Institute of the Faculty for Civil and Geodetic Engineering of the University of Ljubljana which provides technical and specialist support. At the General Assembly of EuroRAP in Brussels in 2010, the consortium, EuroRAP Slovenia, received recognition for its professionalism in introducing EuroRAP standards and procedures.

A special education and training programme was undertaken in 2010, where local professionals were licensed to carry out EuroRAP procedures. In 2012, AMZS acquired accreditation for its specialized vehicle and its own measuring system, AMZS Road Data Video Survey (RDVS).

EuroRAP protocols and procedures

1. Risk Maps of roads in terms of their level of risk in relation to road crashes

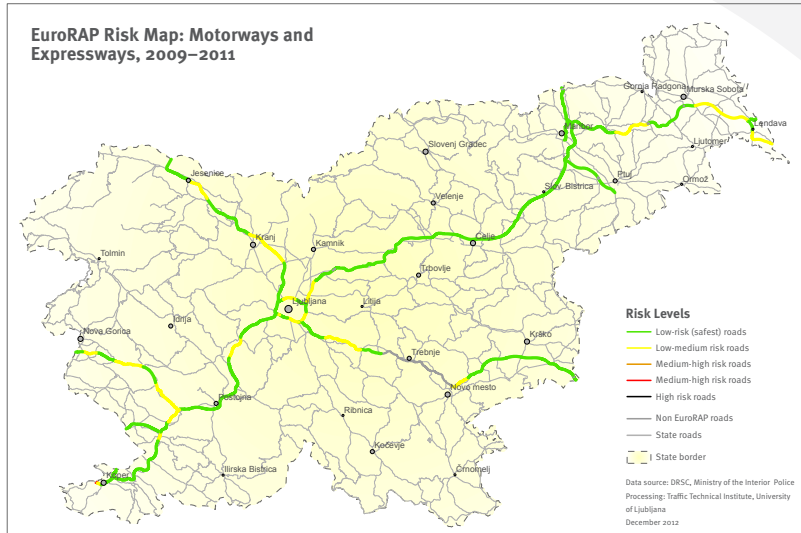
Risk Maps are based on an analysis of:

- data on the number of road crashes where people were seriously injured or killed over a three-year period,
- data on the number of kilometres travelled on the road network,
- data on roads and road sections of the national road network.

Based on analyses of the data, roads and road sections are ranked into five colour coded risk bands.



The Level of Risk is shown using five colour coded risk bands



The results are shown in the form of:

- Crash risk per vehicle km travelled,
- Crash density,
- Crash risk by road type,
- Potential accident savings.

2. Video-based “Road Inspections” and data analysis

The specialized inspection vehicle is equipped with a built-in video camera, a GPS system, and customized hardware and software.

The processing of the video data allows for the evaluation of the key elements and parameters of roads and road sections. Processing is carried out for each 100 m of road section by trained coders using specialized software.

The AMZS specialized inspection vehicle used in the video recording of the data has EuroRAP accreditation; the vehicle operators underwent training in the gathering and processing of data according to EuroRAP protocols and have all the obligatory certificates.



3. “Star Rating” roads according to road and roadside conditions

The video images recorded during an inspection allow for each road design feature to be measured and rated according to RAP protocols to enable the ranking of roads according to the “Star Rating” system.

Results show:

- road design features that are known to influence the likelihood of a crash and its severity,
- the level of safety of road users in the event of a crash.

Roads and sections are ranked from one (very poor condition) to five stars (very good condition).



4. Safer Roads Investment Plan

A Safer Roads Investment Plan is prepared with the aim of increasing road safety using EuroRAP Tools.

It is based on:

- risk rating of roads and road sections according to their condition,
- available measures for the improvement of road sections

based on their potential to reduce fatalities and injuries,

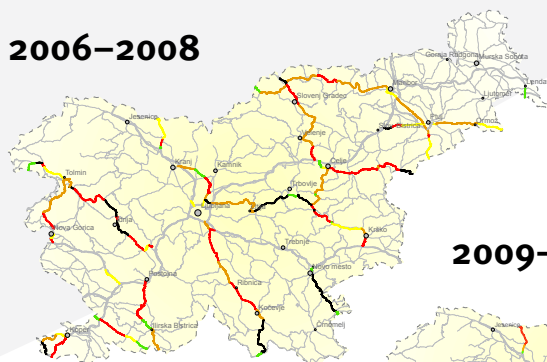
- objective assessments on where the most affordable and cost-effective road improvements can be made on the network.

5. “Performance Tracking”

In order to determine improvement or deterioration in road safety levels on roads and road sections, a comparative analysis of the results of each of the periods is made in relation to:

- their Risk Maps,
- their Star Rating.

2006–2008



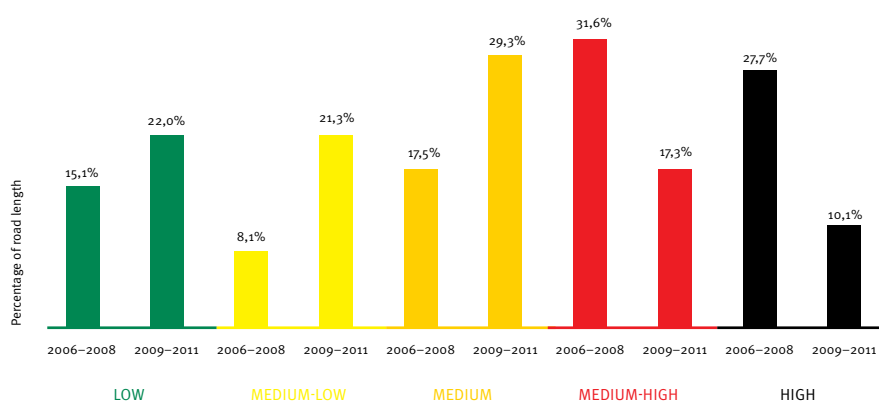
2009–2011



Important Facts and Findings: Statistics for 2009–2011 (2006–2008)

POPULATION:	2.055.496 (2.049.135)
NUMBER OF DRIVING LICENCES:	1.310.990 (1.285.191)
NUMBER OF REGISTERED VEHICLES:	1.386.890 (1.366.134)
LENGTH OF THE ROAD NETWORK:	6.562 KM (6.494 KM)
NUMBER OF KILOMETRES TRAVELLED ON MOTORWAYS AND EXPRESSWAYS:	47,5% (39,4%)
NUMBER OF KILOMETRES TRAVELLED ON MAIN ROADS:	17,7% (21,4%)
NUMBER OF KILOMETRES TRAVELLED ON REGIONAL ROADS:	34,8% (39,2%)
LENGTH OF RISK RATED ROADS:	6.231 KM (6.226 KM)
LENGTH OF STAR RATED ROADS:	268,7 KM

A COMPARATIVE ANALYSIS OF RISK RATES FOR THE PERIODS 2006–2008 AND 2009–2011 FOR STATE ROADS



The risk rating results for 2009–2011 (2006–2008) for state roads:

- Low 22,0% (15,1%)
- Low-medium 21,3% (8,1%)
- Medium 29,3% (17,5%)
- Medium-high 17,3% (31,6%)
- High 10,1% (27,7%)

The average rate of road crashes resulting in fatalities or serious injuries in the 2009–2011 (2006–2008) period:

- motorways and expressways 9,4 road crashes per billion kilometres travelled (15,9),
- main roads 58,1 road crashes per billion kilometres travelled (69,2),
- regional roads 72,1 road crashes per billion kilometres travelled (97,3).

NUMBER OF KILOMETRES TRAVELLED ON STATE ROADS AND THE NUMBER OF FATALITIES



The improvement in road safety that has occurred in recent years is evident in the graphs, which show a reduction in the number of fatalities and seriously injured road users in relation to number of kilometres travelled on state roads.

Continuing this reduction in the number of road deaths and seriously injured road users in the face of a steady increase in the number of kilometres travelled, provides both a challenge and inspiration to competent authorities and NGOs.

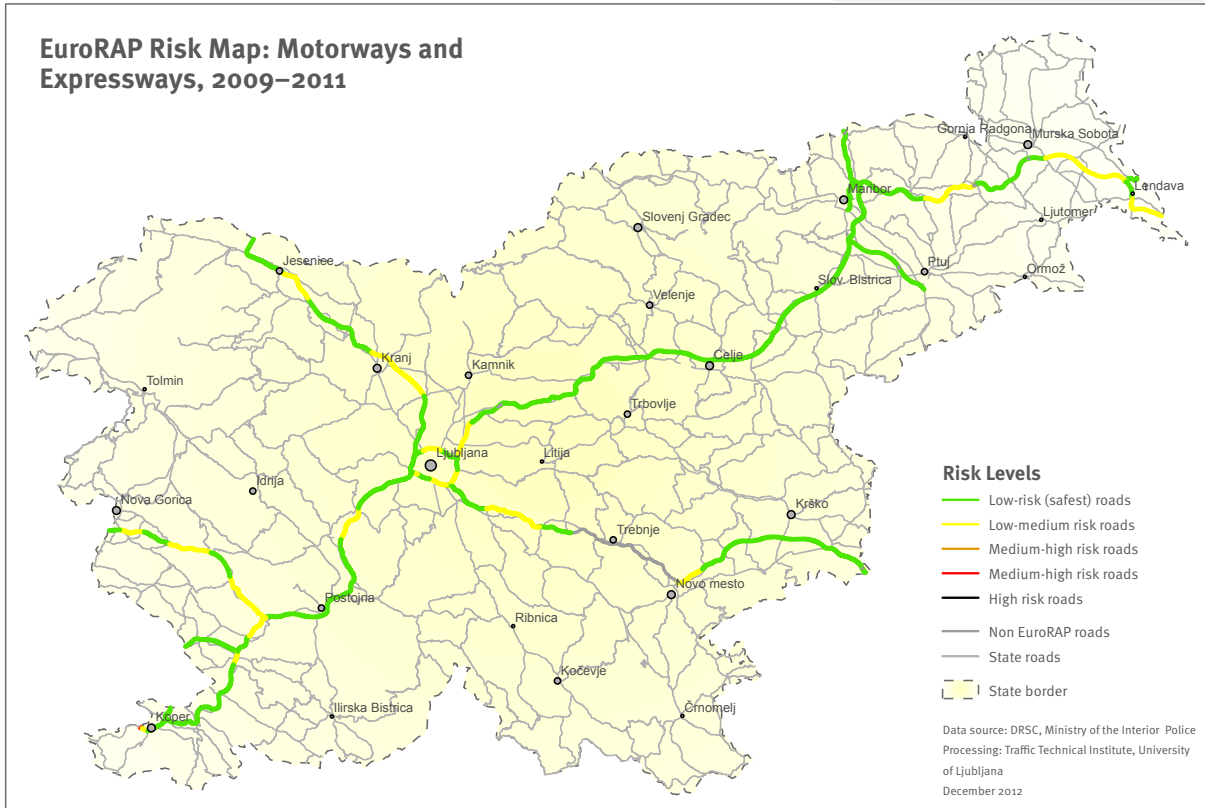
NUMBER OF KILOMETRES TRAVELLED ON STATE ROADS AND THE NUMBER OF SERIOUSLY INJURED ROAD USERS





Risk Maps

Risk Map: Motorways (AC) and Expressways (HC), 2009–2012



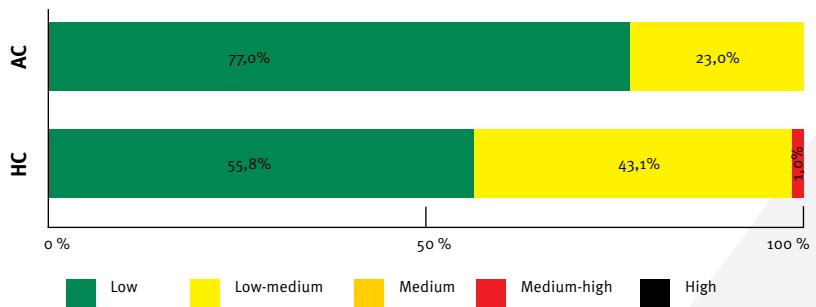
Motorways (AC) and expressways (HC) are under the management of DARS, the Motorway Company of the Republic of Slovenia.

These roads are nationally significant as they are the means of national and international travel between major regional centres. Motorways and highways have physically divided carriageways.

Results are shown at individual road section level. The results for parallel sections of dual carriageway are combined.

The analysis included data on 507,5 km of motorways and 72,9 km of expressways.

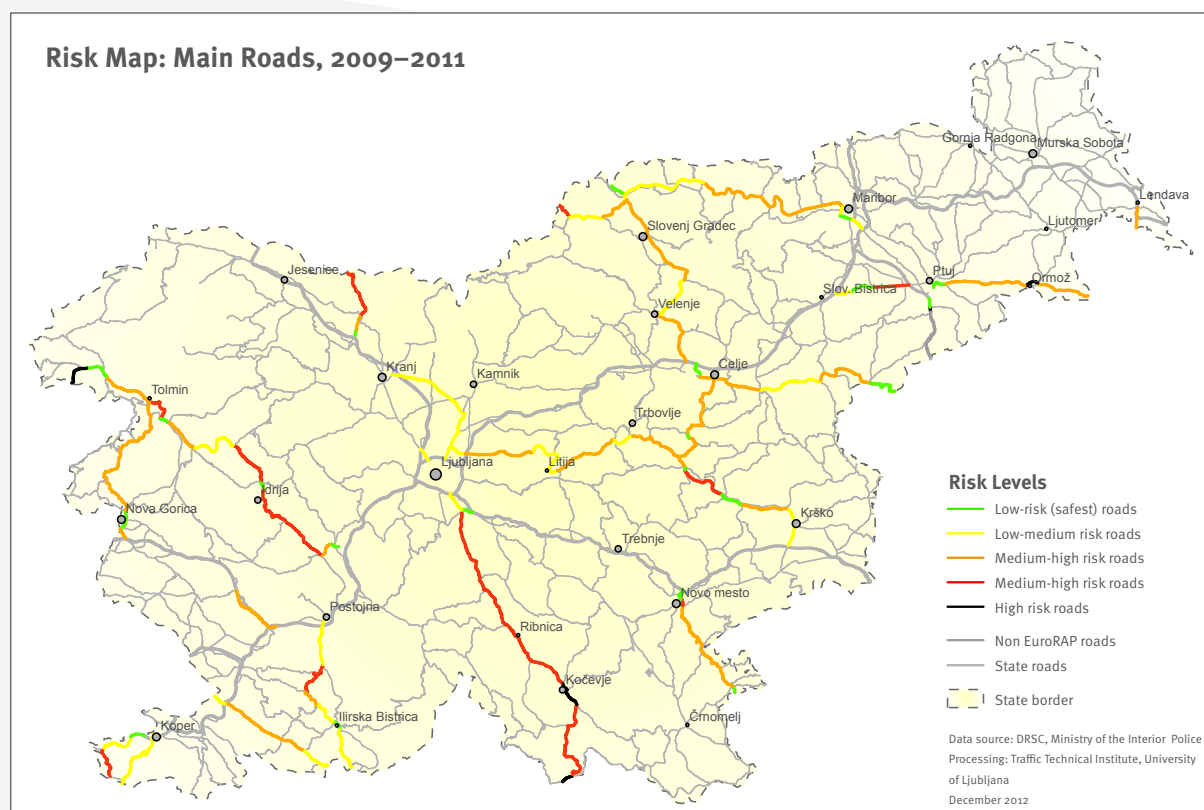
PROPORTIONS OF RISK LEVELS BY ROAD TYPE



Analysis of the level of risk for motorways and expressways found them to be the safest. The average rate of serious and fatal road crashes on motorways (9,4 accidents per billion kilometres in the three year period) is 6,1 times lower than on main roads, and 7,7 times lower than on regional roads.

RISK RATING		AC		HC	
Low	390,6 KM	77,0 %	40,7 KM	55,8 %	
Low-Medium	116,9 KM	23,0 %	31,4 KM	43,1 %	
Medium	0 KM	0 %	0 KM	0 %	
Medium-High	0 KM	0 %	0,8 KM	1,0 %	
High	0 KM	0 %	0 KM	0 %	

Risk Map: Main Roads (G1, G2), 2009–2011



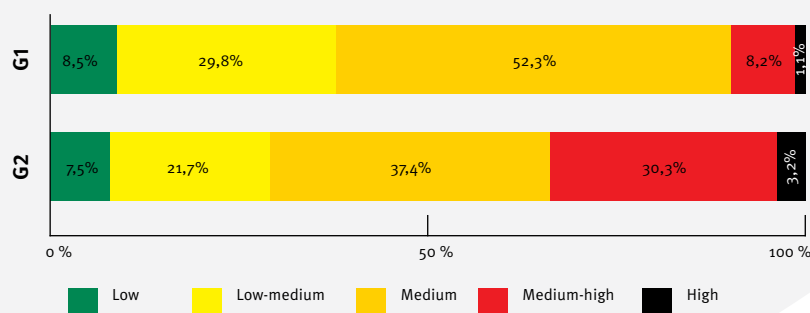
Main roads (GC) are categorized in two classes: Class 1 (G1) and Class 2 (G2), and are under the jurisdiction of the Slovenian Roads Agency (DRSC).

They link centres of regional importance, and are connected to roads of the same or higher category within the country, as well as to the road network of neighbouring countries.

Results are shown at individual road section level.

The analysis included data on 354,3 km of Class 1 (G1) and 455,0 km of Class 2 (G2) main roads.

PROPORTIONS OF RISK LEVELS BY ROAD TYPE



The average rate of serious and fatal crashes on main roads is 58,1 crashes per billion kilometres over the three year period. The results showed that 33,2% of the length of main roads fell within the low and low-medium risk categories and 43,9% fell within the medium risk category. This meant that 22,9% fell within the medium-high and high categories.

The average rate of crashes on motorways is 6,2 times lower than on main roads.

The average rate of road crashes on regional roads is 1,24 times higher than on main roads.

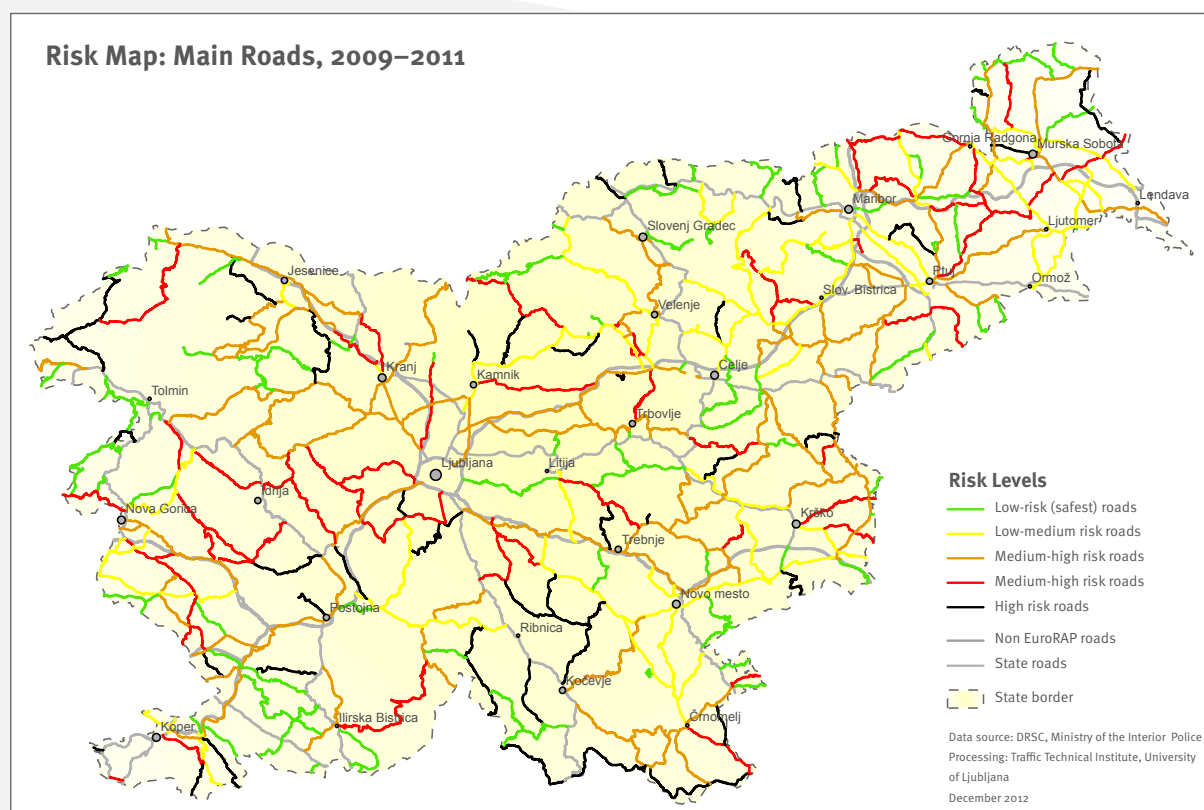
RISK RATING		G1		G2	
LOW		30,0 KM	8,5 %	34,3 KM	7,5 %
LOW-MEDIUM		105,7 KM	29,8 %	98,5 KM	21,7 %
MEDIUM		185,5 KM	52,3 %	170,0 KM	37,4 %
MEDIUM-HIGH		29,1 KM	8,2 %	137,7 KM	30,3 %
HIGH		4,0 KM	1,1 %	14,5 KM	3,2 %



MAIN ROAD SECTIONS IN THE HIGH AND MEDIUM-HIGH RISK CATEGORIES

CATEGORY	SECTION	SECTION NAME	LENGTH OF SECTION		LEVEL OF RISK
G1	0332	Radeče-Boštanj	11.249 m	■	Medium-high
G1	0339	Pivka-Ribnica	9.945 m	■	Medium-high
G1	0362	Jurovci	1.000 m	■	High
G1	0393	Šikole-Hajdina	7.945 m	■	Medium-high
G1	0398	Ormož Z-Ormož V	3.020 m	■	High
G2	0232	Ljubelj-Bistrica (Tržič)	12.500 m	■	Medium-high
G2	0239	Valeta-Sečovlje	7.280 m	■	Medium-high
G2	0255	Novo Mesto (Krka-Revoz)	1.805 m	■	Medium-high
G2	0261	Škofljica-Rašica	16.290 m	■	Medium-high
G2	0262	Rašica-Žlebič	12.425 m	■	Medium-high
G2	0263	Žlebič-Kočevje	18.779 m	■	Medium-high
G2	0264	Kočevje-Livold	6.269 m	■	High
G2	0265	Livold-Fara	21.580 m	■	Medium-high
G2	0266	Fara-Petrina	2.560 m	■	High
G2	1031	Robič-Staro Selo	5.630 m	■	High
G2	1033	Godovič-Kalce	11.233 m	■	Medium-high
G2	1034	Sp.Idrija-Godovič	13.277 m	■	Medium-high
G2	1036	Želin-Sp.Idrija (Marof)	11.300 m	■	Medium-high
G2	1040	Peršeti-Most na Soči	7.334 m	■	Medium-high
G2	1254	Holmec-Poljana	3.881 m	■	Medium-high
G1	0332	Radeče-Boštanj	11.249 m	■	Medium-high

Risk Map: Regional Roads (R1, R2, R3, RT), 2009–2011

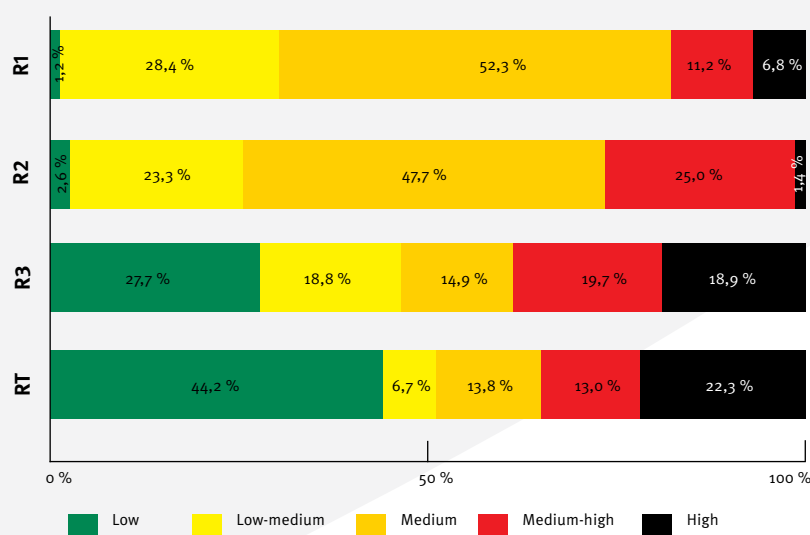


Regional Roads (RC) include Class 1 regional roads (R1), Class 2 regional roads (R2), Class 3 regional roads (R3) and regional tourist roads (RT). They are under the jurisdiction of the Slovenian Roads Agency (DRSC). They form a link between important local urban centres and connect traffic flow to state roads of the same or higher category, as well as provide a link between local urban centres and major tourist centres across the country.

Results are shown at road level.

The analysis included data on 5.100,1 km of regional roads.

PROPORTIONS OF RISK LEVELS BY ROAD TYPE





RISK RATING	R1		R2		R3		RT	
LOW	11,7 KM	1,2 %	35,2 KM	2,6 %	605,6 KM	27,7 %	281,6 KM	44,2 %
LOW-MEDIUM	268,3 KM	28,4 %	311,3 KM	23,3 %	409,9 KM	18,8 %	42,4 KM	6,7 %
MEDIUM	493,3 KM	52,3%	636,2 KM	47,7 %	326,5 KM	14,9 %	88,0 KM	13,8 %
MEDIUM-HIGH	106,0 KM	11,2 %	333,6 KM	25,0 %	430,8 KM	19,7 %	82,7 KM	13,0 %
HIGH	64,4 KM	6,8 %	18,4 KM	1,4 %	412,0 KM	18,9 %	142,1 KM	22,3 %

The average rate of serious and fatal crashes on regional roads is 72,1 crashes per billion kilometres in the three year period. The results showed that 47,7% of the length of regional roads fell in the low and low-medium categories, and 30,3% in the medium category. This meant that 30,5% fell within the medium-high and high categories.

The average rate of road crashes on main roads is 1,24 times lower than on regional roads.

The average rate of road crashes on motorways is 7,7 times lower than on regional roads.

REGIONAL ROADS IN THE HIGH AND MEDIUM-HIGH RISK CATEGORIES

CATEGORY	ROAD	ROAD NAME	LENGTH OF ROAD		LEVEL OF RISK
R1	203	Predel–Bovec(obvoznica)–Kobarid (obvoznica)	38.332 m	■	High
R1	204	Šempeter–Dornberk–Štanjel–Sežana vzhod	37.131 m	■	Medium-high
R1	206	Kranjska Gora (Ruska cesta)–Vršič–Trenta	43.659 m	■	Medium-high
R1	207	Godovič–Črni Vrh–Col–Ajdovščina	25.169 m	■	Medium-high
R1	214	Kočevje–Stari Log–Dvor	26.075 m	■	High
R2	401	Žaga–Učja	7.445 m	■	High
R2	402	Solkan–Gonjače–Dobrovo–Neblo	20.012 m	■	Medium-high
R2	407	Gorenja vas–Ljubljana–Vrhnika	28.793 m	■	Medium-high
R2	408	Logatec–Žiri–Trebija	28.701 m	■	Medium-high
R2	410	Bistrica pri Tržiču–Kokrica–Kranj	16.225 m	■	Medium-high
R2	411	Kranj zahod–Podbrezje–Gobovce–Črnivec	14.522 m	■	Medium-high
R2	414	Kamnik–Ločica	28.318 m	■	Medium-high
R2	417	Šmartno–Ljubež v lazih–Moravče–Tihobj–Mirna	26.741 m	■	Medium-high
R2	427	Latkova vas–Prebold–Trbovlje	19.617 m	■	Medium-high
R2	428	Radmirje–Luče–Sestre Logar–Pavličevo sedlo	33.418 m	■	Medium-high
R2	437	Šentilj–Pesnica	12.052 m	■	Medium-high
R2	438	Šentilj–Trate–Gornja Radgona	28.988 m	■	Medium-high
R2	439	Kobilje–Dobrovnik–Beltinci in Bratonci–Križevci–Sv.Jurij ob Ščavnici–Senarska	56.363 m	■	Medium-high
R2	441	Murska Sobota–Gederovci	10.931 m	■	High
R2	450	Hoče–letališče Maribor	4.460 m	■	Medium-high
R3	604	Ročinj–Lig	9.995 m	■	High
R3	609	Ajdovščina–Predmeja–Lokve in Čepovan–Most na Soči	36.417 m	■	Medium-high
R3	610	Dol. Trebuša–Spodnja Idrija in Marof–Žiri	32.536 m	■	Medium-high
R3	611	Dornberk–Selo	5.150 m	■	Medium-high
R3	619	Dutovlje–Repentabor	5.422 m	■	Medium-high
R3	621	Kalce–Hrušica–Col	19.927 m	■	High
R3	622	Goriče–Kal	16.263 m	■	High
R3	624	Loka–Podpeč–Rakitovec	15.513 m	■	High
R3	625	Bertoki–Gračišče	14.206 m	■	Medium-high
R3	626	Gračišče–Brezovica pri Gradinu	8.517 m	■	High
R3	628	Sečovlje–Dragonja	3.050 m	■	Medium-high
R3	629	Valeta–Beli Križ–Piran	2.393 m	■	High
R3	635	Radovljica–Kamna Gorica–Lipnica–Kropa–Rudno–Češnjica	28.842 m	■	High
R3	639	Ljubljana (Šentvid)–Vodice–Brnik–Cerklje	20.458 m	■	Medium-high
R3	640	Rakek–Logatec	14.035 m	■	High
R3	641	Ljubljana–Brezovica	23.456 m	■	Medium-high
R3	642	Vrhnika–Podpeč–Ig–Ljubljana(Peruzzijska)	33.871 m	■	Medium-high
R3	647	Perovo–Grosuplje–Mlačevo– Krka in Mlačevo–Rašica	38.102 m	■	Medium-high
R3	648	Videm–Pri Cerkvi Struge–Smuka	25.087 m	■	High
R3	649	Zagradec–Ambrus–Žvirče	10.951 m	■	High
R3	652	Moravče–Čatež–Trebnje	15.470 m	■	High
R3	653	Sodražica–Hrib–Trava–Podplanina	30.010 m	■	High
R3	655	Dolenja vas–Gotenica–Kočevska Reka	16.525 m	■	High
R3	657	Petrina–Kuželj–Mirtoviči–Osilnica	20.845 m	■	High

CATEGORY	ROAD	ROAD NAME	LENGTH OF ROAD	LEVEL OF RISK
R3	659	Stari trg–Kot–Sodevci	4.379 m	High
R3	660	Črnomelj–Adlešiči–Žuniči	19.200 m	Medium-high
R3	661	Krmačina–Drašiči–Metlika	9.270 m	Medium-high
R3	671	Križaj–Podbočje–Šutna–Planina v Podbočju	13.660 m	High
R3	674	Zavratec–Škocjan	10.495 m	Medium-high
R3	676	Sp. Pohanca–Kapele–Rakovec	13.663 m	Medium-high
R3	677	Nova vas–Pišece–Zg. Pohanca– Krško	23.374 m	Medium-high
R3	680	Rimske Toplice–Jurklošter–Dežno	21.530 m	Medium-high
R3	683	Pilštanj–Golobinjek–Imeno	11.309 m	High
R3	684	Prelasko–Buče–Kozje	7.384 m	Medium-high
R3	690	Majšperk–Jurovci–Tržec–Zg. Leskovec	28.570 m	Medium-high
R3	693	Nova Cerkev–Socka–Vitanje	10.320 m	High
R3	695	Polzela–Rečica in Gorenje–Soteska	8.844 m	Medium-high
R3	697	Nazarje–Gornji Grad	13.979 m	High
R3	699	Dravograd–Libeliče	8.682 m	High
R3	700	Slovenske Konjice–Oplotnica–Ložnica	15.998 m	Medium-high
R3	703	Muta–Gortina–Bistriški jarek	8.770 m	High
R3	705	Ruše–Puščava -Ožbalt–Zg. Kapla–Remšnik in Hajdičev mlin–Gradišče	10.100 m	High
R3	707	Sp. Selnica–Duh na Ojstrem vrhu	13.285 m	High
R3	712	Žihlava–Rogoznica (Ptuj)	21.173 m	Medium-high
R3	714	Sveti Jurij ob Ščavnici–Grabonoš–Spodnji Ivanjci–Gornja Radgona	14.563 m	Medium-high
R3	716	Lemerje–Grad–Vidonci–Kuzma	17.355 m	Medium-high
R3	718	Pertoča–Fikšinci	5.672 m	High
R3	724	Hodoš–Domanjševci–Kobilje	22.828 m	High
R3	728	Škofljica–Ig–po cesti 642– Gornji Ig–Rakitna	24.765 m	High
R3	731	Polzela–Parižlje–Braslovče– M. Braslovče	3.919 m	Medium-high
R3	732	Pondor–Tabor–Ojstriška vas–Kapla	4.033 m	High
R3	740	Gaj–Murska Sobota	2.772 m	Medium-high
R3	742	Podpeč–Brezovica	6.911 m	High
R3	745	Janežovci–Dolge njive–Spodnji Duplek	16.720 m	High
R3	749	Vosek–Jurovski Dol–Lenart	15.769 m	Medium-high
R3	750	Slovenska vas–Šentrupert	2.174 m	High
RT	906	Mrzli Studenec–Rudno polje	6.100 m	High
RT	907	Krnica–Zg. Radovna–Dovje	18.156 m	High
RT	913	Postojna–Erazem–Predjama	10.422 m	High
RT	915	Ilirska Bistrica–Sviščaki–Leskova dolina–Pudob	49.360 m	Medium-high
RT	918	Kot–Grgelj–Fara	23.414 m	High
RT	919	Podzemelj–Adlešiči in Žuniči– Vinica–Stari trg	40.010 m	High
RT	923	Stahovica–Kamniška Bistrica	8.210 m	High
RT	924	Podlom–Kranjski Rak–Luče	15.971 m	High
RT	930	Pesek–Oplotnica	18.820 m	Medium-high
RT	933	Breg–Lisca–Jurklošter	12.186 m	High
RT	934	Sežana–Lipica–Lokev	7.633 m	High
RT	936	Col–Predmeja	14.523 m	Medium-high

Road Inspections and Star Rating

Video-based “Road Inspections”



Video-based inspections are undertaken to record data on roads and individual road sections. AMZS utilizes a specially equipped vehicle fitted with a video camera system, GPS and modified hardware and software. The vehicle and equipment are fully accredited as meeting EuroRAP standards. Data recording, measuring and processing is carried out by experts who have been trained and certified in using EuroRAP protocols and procedures.

Special software is used which assigns the data recorded to individual one-hundred metre road sections, and means that an objective analysis of key road design features captured in the video images can be made at a later stage.

Based on the analysis of road data from selected roads and road sections, roads are ranked according to their condition, scoring from one to five stars. Five-star roads are the safest, and one-star are the least safe. The scoring is

based on the assessment of more than 37 road design features with over 70 different attributes.

The results provide ratings for whole road lengths as well as individual one-hundred metre sections. They enable the implementation of EuroRAP tools to propose options for affordable and economically sound road and infrastructure improvement countermeasures. The economic viability of the improvements is assessed through the potential reduction of fatal and serious crash outcomes relative to



the cost of measures available.

Road assessment results allow for roads to be rated according to their condition, safety and the level of protection they provide in the likelihood that a road crash occurs. In the case of dual carriageway roads, such as motorways and expressways, a Star Rating Score is calculated for each direction separately.

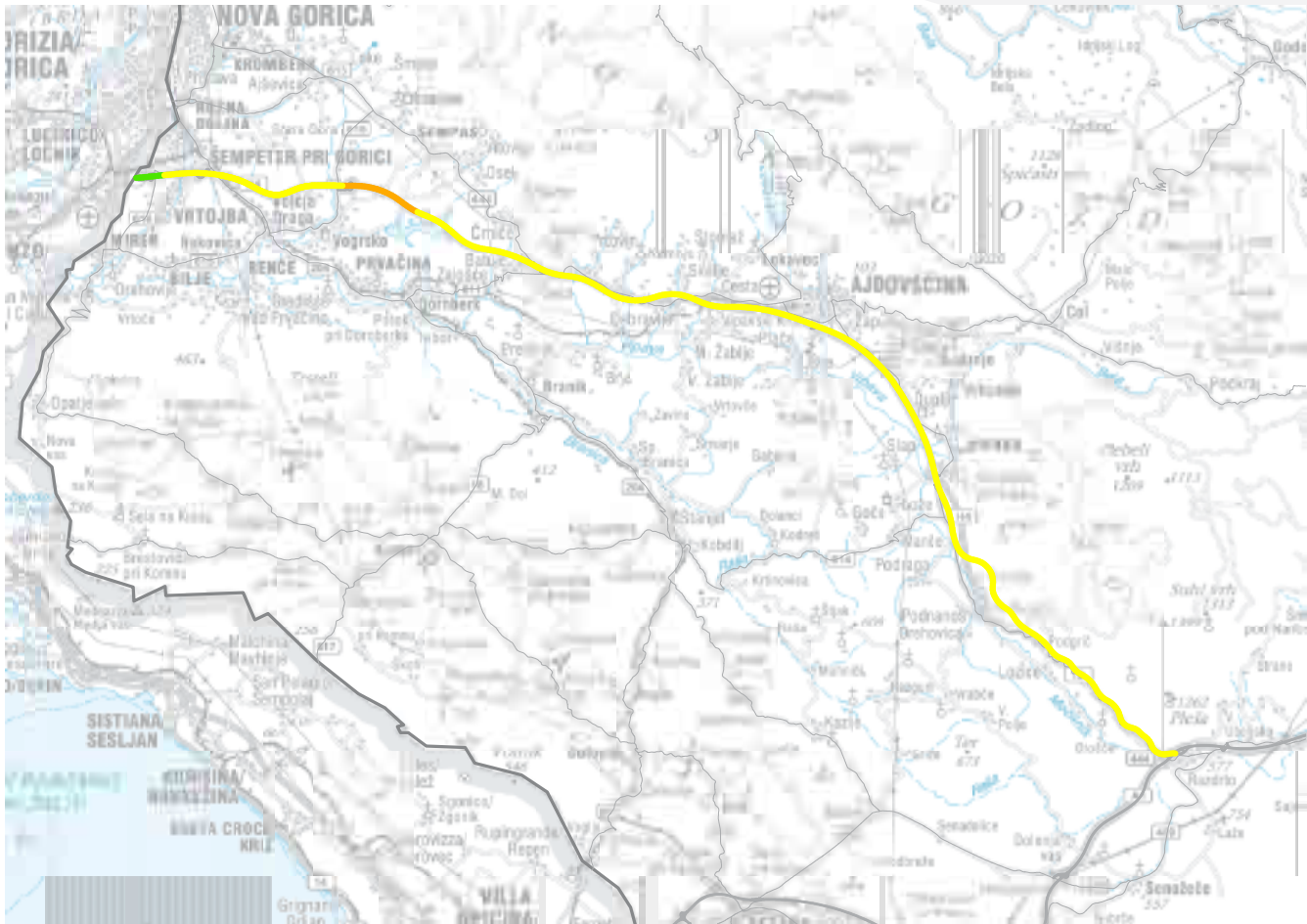
2012 Pilot roads “Star Rating”

The following roads were inspected:

- H4 Razdrto (Nanos)-Vipava-Ajdovščina-Selo-Šempeter-Vrtojba,
- G1-1 Vič-Dravograd-Maribor,
- G2-103 Peršeti-Nova Gorica-Šempeter,
- G2-106 Ljubljana jug-Škofljica-Ribnica-Kočevje-Petrina.



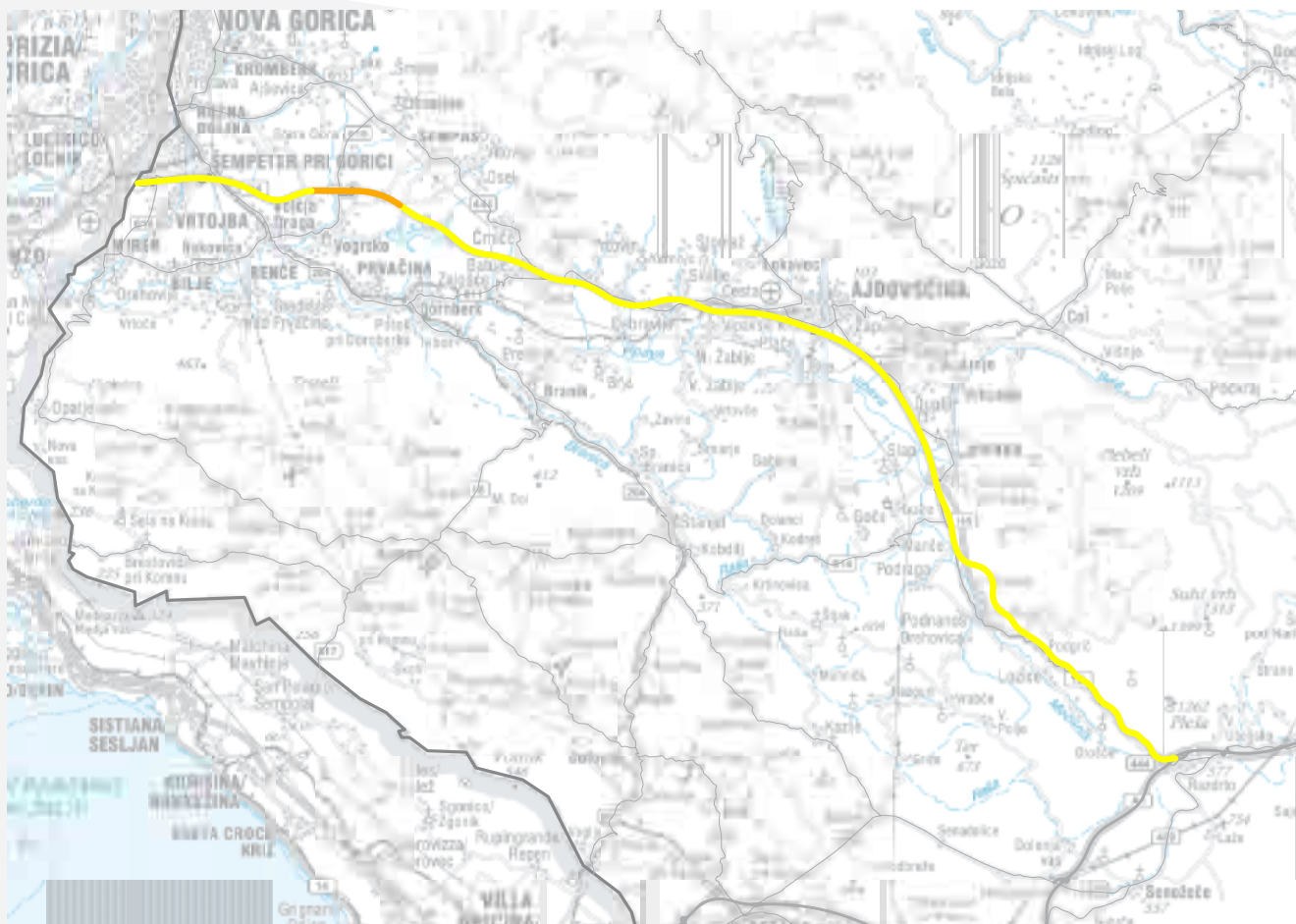
- H4 Razdrto-Nova Gorica



As much as 91% (39 km) of the Razdrto-Nova Gorica expressway was rated four-star, only 7% (3 km) was rated three-star, and 2% (close to 1 km) achieved a top five-star rating. The lack of paved shoulders was identified as the key roadside hazard. The five-star rated section is located on the final stretch of the analysed road, and includes paved shoulders.

STAR RATING	LENGTH	%
★★★★★	0,9 KM	2
★★★★	39,0 KM	91
★★★	3,0 KM	7
★★	0 KM	0
★	0 KM	0

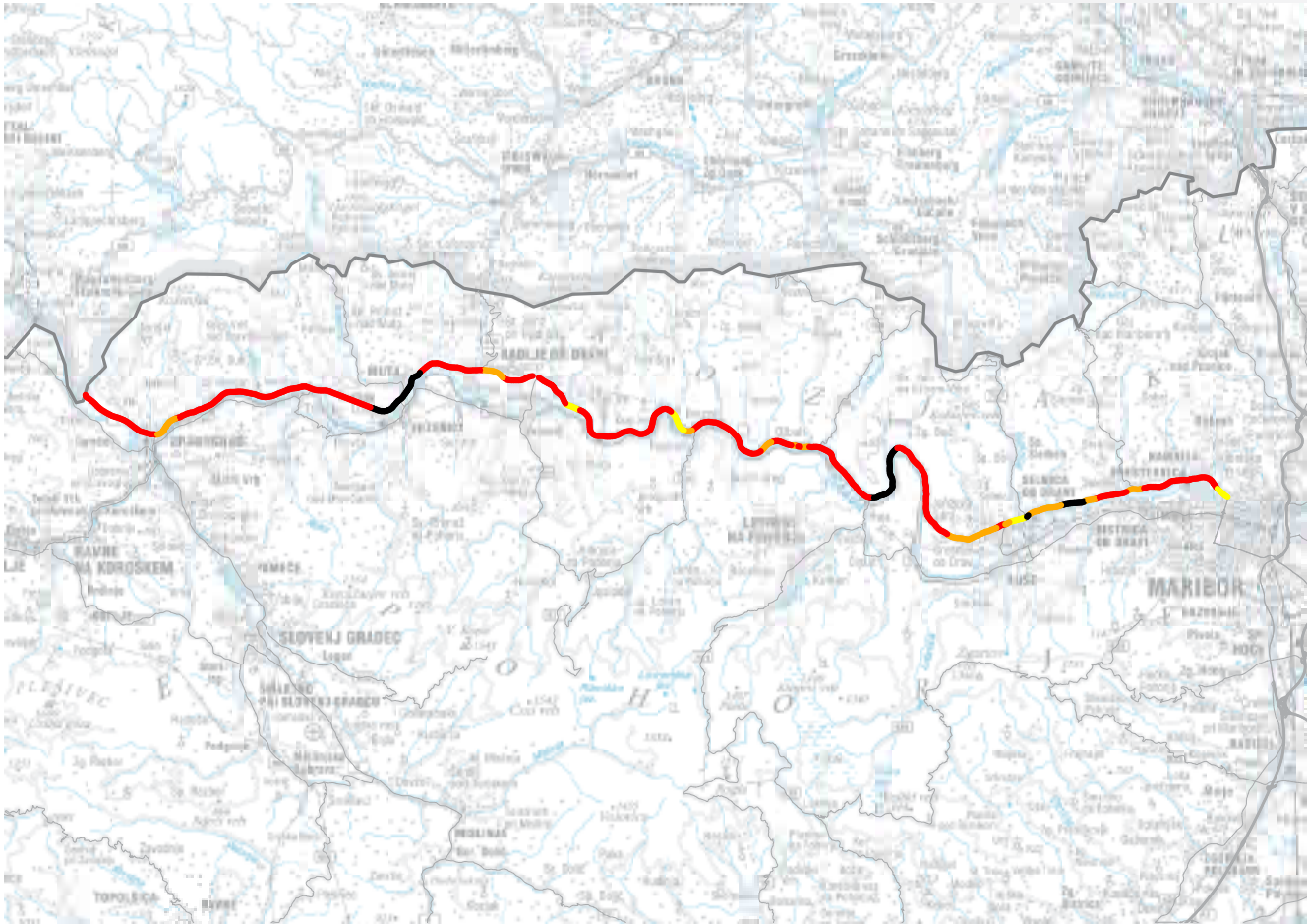
- H4 Nova Gorica-Razdrto



As much as 93% (40 km) of the Nova Gorica-Razdrto expressway achieved a four-star rating, with only 7% (3 km) rated as three-star. A lack of paved shoulders was identified as the key roadside hazard.

STAR RATING	LENGTH	%
★★★★★	0 KM	0
★★★★	40,0 KM	93
★★★	3,0 KM	7
★★	0 KM	0
★	0 KM	0

- G1-1 Vič-Dravograd-Maribor

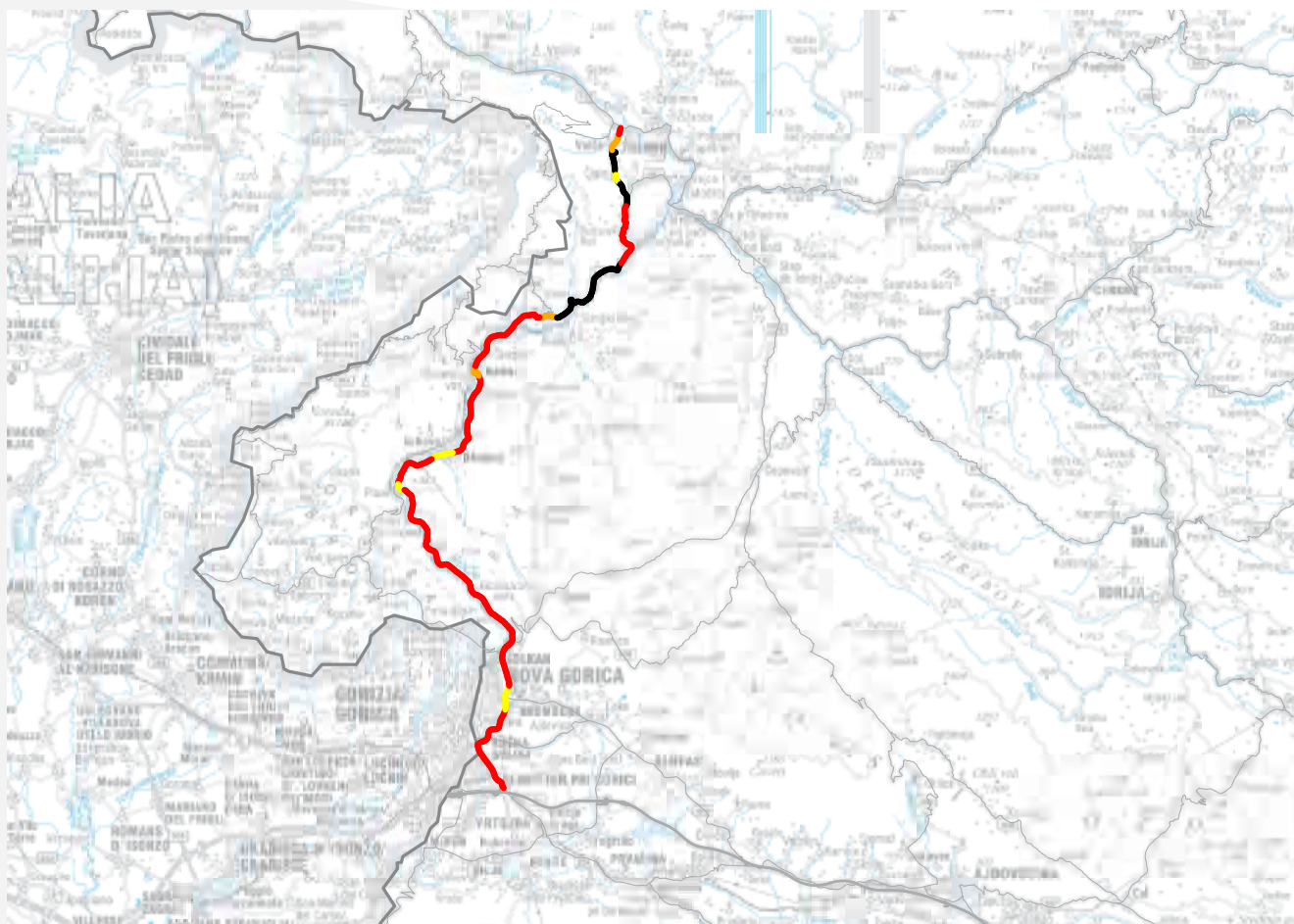


As much as 69% (42,6 km) of the road was rated two-star, 12% (7,2 km) was rated one-star, and 15% (9 km) was rated three-star.

The narrow driving lanes, due to the road traversing a narrow valley with steep embankments, were identified as the key hazard.

STAR RATING	LENGTH	%
★★★★★	0 KM	0
★★★★☆	2,9 KM	5
★★★☆☆	9,0 KM	15
★★☆☆☆	42,6 KM	68
★☆☆☆☆	7,2 KM	12

- G2-103 Peršeti-Nova Gorica-Šempeter

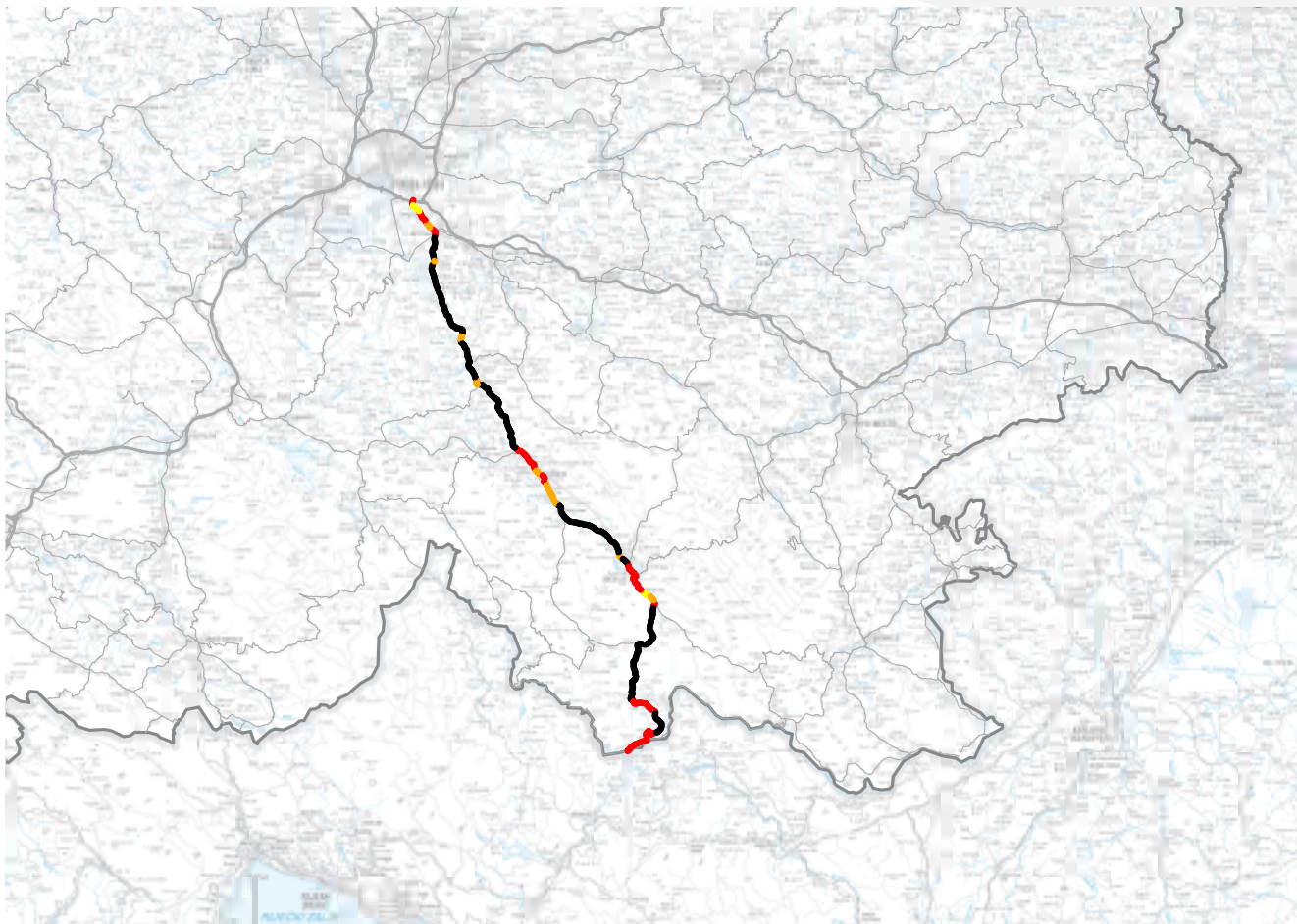


A poor condition report, or two-star rating, was calculated for 71% (29.3 km) of the road; 17% (7,0 km) was rated as one-star; 5% (2,0 km) achieved a three-star rating; while 7% (3,0 km) achieved a four-star rating.

The narrow driving lanes, due to the road traversing a narrow valley with steep embankments, were identified as the key hazard.

STAR RATING	LENGTH	%
★★★★★	0 KM	0
★★★★	3,0 KM	7
★★★	2,0 KM	5
★★	29,3 KM	71
★	7,0 KM	17

- G2-106 Ljubljana jug-Škofljica-Ribnica-Kočevje-Petrina



A one-star rating was calculated for 63% (50,2 km); 24% (19,1 km) was rated as two-star; 10% (8,3 km) achieved a three-star rating; while 3% (2,2 km) achieved a four-star rating.

Key hazards include narrow driving lanes, roads passing through populated areas and poor junction layout.

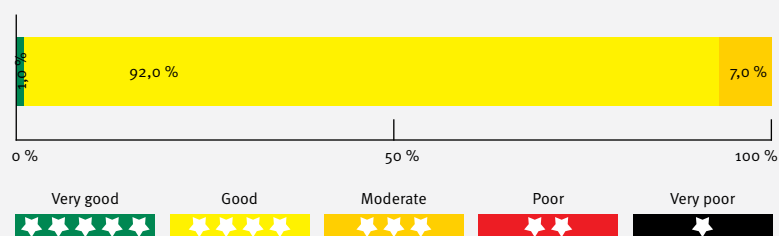
STAR RATING	LENGTH	%
★★★★★	0 KM	0
★★★★	2,2 KM	3
★★★	8,3 KM	10
★★	19,1 KM	24
★	50,2 KM	63

Summary of the 2012 Pilot “Star Rating”

Analysis of the dual carriageway of the expressway, Nova Gorica-Razdro showed:

- 6 km (7%) three stars
- 79 km (92%) four stars
- 0,9 km (1%) five stars

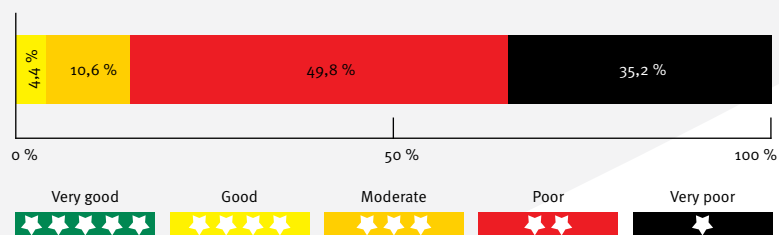
STAR RATING FOR H4 (BOTH DIRECTIONS)



Analysis of state roads G-1, G2-103, G2-106 showed the following results for a total 182,8 km of single carriageway roads showed:

- 64,4 km (35,2%) one star
- 91 km (49,8%) two stars
- 19,3 km (10,6%) three stars
- 8,1 km (4,4%) four stars
- 0 km (0%) five stars

STAR RATINGS FOR G-1, G2-103, G2-106





Safer Roads Investment Plan

Safer Roads Investment Plan for G2-106, section 0262

Based on the objective and scientific recording and analysis of data, which Star Rated the roads, special iRAP software was used to generate road safety improvement options. The software allows that for each section of road, countermeasures for improvement were compared for their potential to reduce fatalities and serious injuries, and each countermeasure was also assessed against affordability and economic effectiveness criteria. The calculations were based on estimated average costs in Slovenia.

The benefit-cost ratio of the proposed countermeasures is based on a comparison the number of fatalities and serious injuries that would be saved if the countermeasures were to be implemented.

This provides road authorities with a proposed programme that has the social and economic costs and benefits clearly listed.

Example: Main road G2-106 Ljubljana Kočevje-Petrina, section 0262 Rašica-Žlebič

COUNTERMEASURE TYPE	LENGTH	KSI'S SAVED (20 YEARS)	PV OF SAFETY BENEFIT (20 YEARS)	ESTIMATED COST (20 YEARS)	COST PER KSI SAVED	PROGRAM BCR
ROUNDABOUT	9	23,86	6.683.573 €	1.350.000 €	56.585 €	4,95
SHOULDER SEALING (>1 M)	9,7 KM	15,09	4.227.369 €	79.100 €	5.242 €	53,44
LANE WIDENING (UP TO 0,5 M)	6,5 KM	7,88	2.208.867 €	443.520 €	56.250 €	4,98
ROADSIDE BARRIERS – RIGHT	3,6 KM	5,75	1.610.054 €	151.500 €	26.362 €	10,63
ROADSIDE BARRIERS – LEFT	3,3 KM	5,03	1.409.705 €	139.500 €	27.724 €	10,11
FOOTPATH PROVISION (SEPARATED FROM ROAD)	3,5 KM	2,45	686.215 €	152.500 €	62.258 €	4,5
		58	16.139.568 €	2.163.620 €	172.163 €	7,46
SIDESLOPE IMPROVEMENT – RIGHT	1,0 KM	2,01	561.958 €	8.000 €	3.988 €	70,24
IMPROVE DELINEATION	1,2 KM	1,23	344.607 €	17.202 €	13.984 €	20,03
BICYCLE LANE (ON ROAD)	1,0 KM	1,16	324.829 €	5.000 €	4.313 €	64,97
SIGNALISE INTERSECTION (3-LEG)	2	0,55	154.382 €	55.000 €	99.804 €	2,81
SIDESLOPE IMPROVEMENT – LEFT	0,4 KM	0,50	140.370 €	3.200 €	6.387 €	43,87
GRADE SEPARATED PEDESTRIAN FACILITY	1	0,49	136.095 €	50.000 €	102.919 €	2,72
RIGHT TURN LANE (UNSIGNALISED 3 LEG)	1	0,38	105.060 €	42.000 €	112.000 €	2,50
REGULATE ROADSIDE COMMERCIAL ACTIVITY	0,2 KM	0,14	40.245 €	1.344 €	9.355 €	29,94
UNSIGNALISED CROSSING	1	0,06	16.966 €	2.520 €	41.598 €	6,73
TOTAL		67	18.650.295 €	2.500.386 €	628.769 €	7,46

PV = Present value
 BCR = Benefit Cost Ratio
 KSI = Killed and Serious Injuries

Possible countermeasures to reduce fatal and serious crash outcomes include: improving intersection layout, widening lanes, adding or widening paved shoulders, and adding roadside barriers. A €2,16

million investment would yield a €16,14 million return over 20 years. The estimates are based on estimated average costs in Slovenia and are tied to the costs of countermeasures. They do not

include design and preparation costs, land acquisition, related construction and other works, project management and other related costs.



Intersection improvements include:

- *pedestrian crossing facilities,*
- *improving visibility at intersections,*
- *adding left and right turning lanes and intersection channelization,*
- *introducing traffic calming measures,*
- *introducing traffic lights,*
- *constructing roundabouts .*

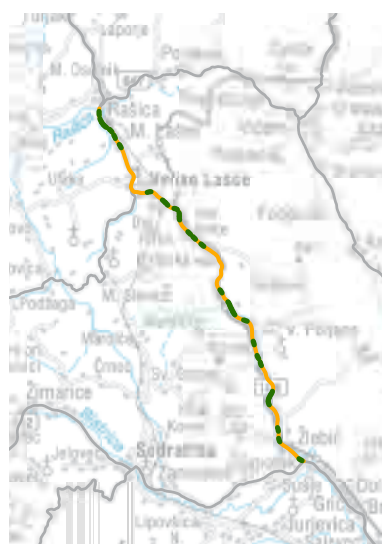


Benefits of wider paved or unpaved shoulders:

- *improving road visibility,*
- *improving visibility while driving through curves,*
- *making roads more forgiving of driver errors.*



Lane width must correspond to the functionality of the road in a given area. For transit roads outside of populated areas, lane width must range from 3.25–3.50 m, with appropriate widening in curves.



Benefits of roadside barriers (right/left):

- *prevent vehicles from running off the road,*
 - *prevent vehicles from crashing into roadside objects, light columns and trees,*
- and thus protect road users and are forgiving of driver errors.

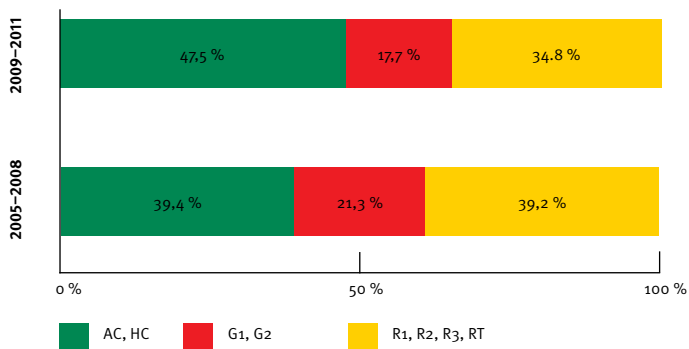
Performance Tracking

“Performance Tracking” of Risk Maps 2006–2008 and 2009–2011

The EuroRAP “Performance tracking” protocol allows a comparison to be made between the risk mapping results of two consecutive three-year periods.

“Risk Map” results for the periods 2006–2008 and 2009–2011

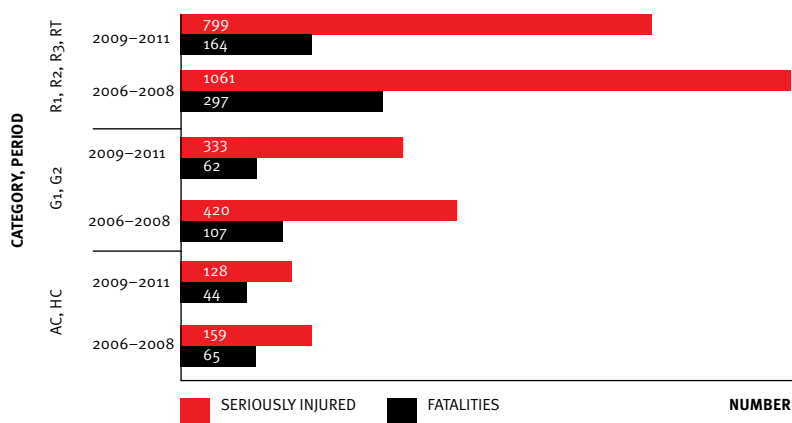
THE NUMBER OF KILOMETRES TRAVELLED 2006–2008 AND 2009–2011



The number of kilometres travelled on state roads shows an increase from 35,7 billion kilometres to 38,4 billion kilometres in the last three years.

There has been a 20% shift in traffic volume from main roads and regional roads to the motorway and expressway network.

NUMBER OF KILLED OR SERIOUSLY INJURED ACCORDING TO ROAD CATEGORY, 2006–2008 AND 2009–2011



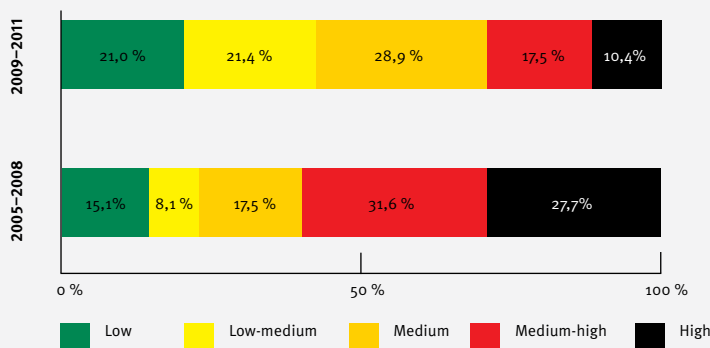
The number of road crashes where people were seriously injured or killed, decreased:

- road crash fatalities by 42,2%,
- road crashes involving serious injuries by 23,2%.

THE TOTAL NUMBER OF ROAD CRASHES WHERE PEOPLE WERE SERIOUSLY INJURED OR KILLED, 2006–2008 AND 2009–2011

EFFECT	2006–2008	2009–2011	CHANGE	CHANGE %
SEVERELY INJURED	1.640	1.260	-380	-23,2 %
FATALITIES	469	270	-199	-42,4 %

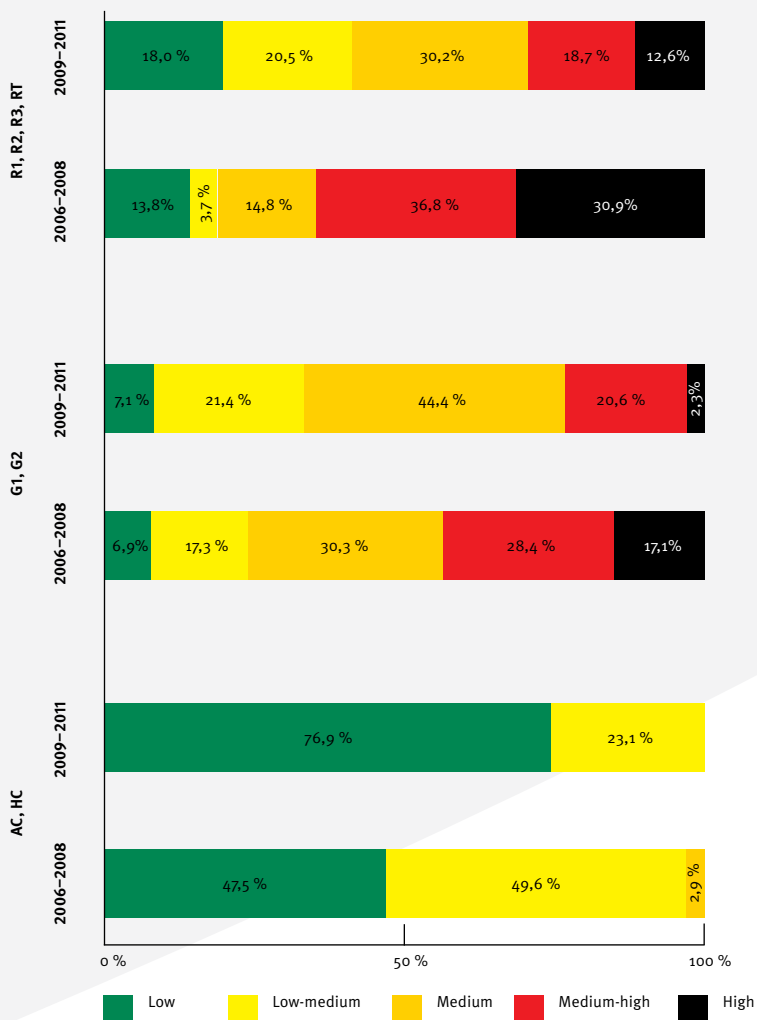
RISK RATING ACCORDING TO LENGTH OF STATE ROADS



Change in risk rating:

- The share of roads rated as high risk decreased by 17,3% to 10,4% of the total network length.
- The share of state roads rated as medium-high risk decreased by 14,1% to 17,5%.
- The share of state roads rated as medium risk increased by 12,2% to 28,9%.
- The share of state roads rated as low-medium risk increased by 13,3% to 21,4%.
- The share of state roads rated as low risk increased by 5,9% to 21,0%.

RISK RATING ACCORDING TO LENGTH BY CATEGORY

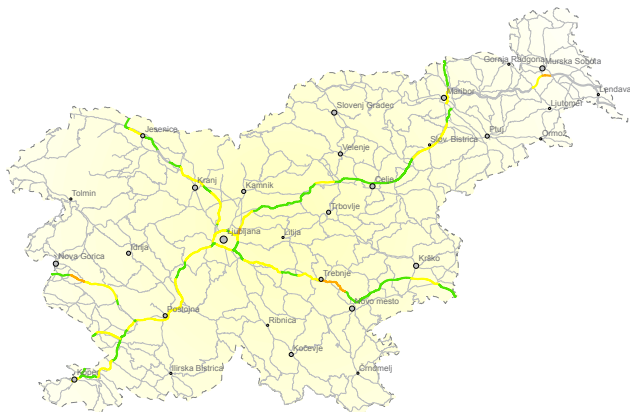


Change in risk rating by road type:

- The share of regional roads rated as high and medium-high risk decreased by 36,4% to 31,3%.
- The share of main roads rated as high and medium-high decreased by 22,6% to 22,9%.
- The share of motorways and expressways rated as low risk increased by 29,4% to 76,9%.

Performance Tracking: Motorways and expressways

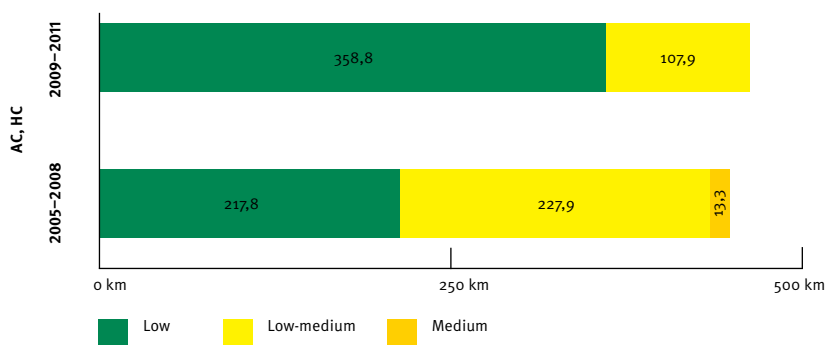
2006–2008



2009–2011



RISK RATING ACCORDING TO LENGTH BY CATEGORY



The average rate of fatal and serious crashes on motorways (AC) and expressways (HC) has fallen from 15,2 per billion vehicle kilometres travelled to 9,4 per billion vehicle kilometres travelled in the three year period.

ROADS SECTIONS WITH THE GREATEST IMPROVEMENT IN RISK LEVEL

CATEGORY	SECTION	SECTION NAME	LENGTH OF SECTION	LEVEL OF RISK	
				2006–2008	2009–2011
AC	o811	MURSKA SOBOTA-LIPOVCI	3.798 m	Medium	Low
AC	o047	ŠENTJAKOB-LJ(ZADOBROVA)	2.788 m	Medium	Low-medium
HC	o378	SELO-VOGRSKO	6.731 m	Medium	Low

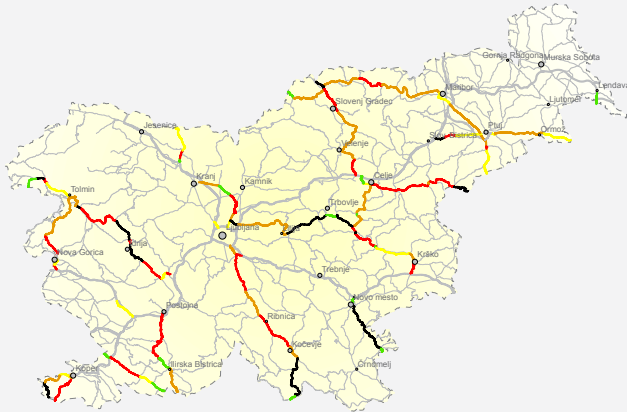
ROAD SECTIONS WITH THE GREATEST WORSENING OF RISK LEVEL

CATEGORY	SECTION	SECTION NAME	LENGTH OF SECTION	LEVEL OF RISK	
				2006–2008	2009–2011
AC	o008	KRANJ V-BRNIK	3.900 m	Low	Low-medium
AC	o016	LJ(VIČ-KOZARJE)	794 m	Low	Low-medium
AC	o025	NOVO MESTO-KRONOVO	6.340 m	Low	Low-medium
AC	o050	LJ(LITIJSKA-MALENCE)	3.979 m	Low	Low-medium
AC	o053	VRHNIKA-LOGATEC	8.279 m	Low	Low-medium
AC	o059	GABRK-DIVAČA	2.873 m	Low	Low-medium
HC	o088	LJ(TOMAČEVO-DUNAJSKA)	1.238 m	Low	Low-medium
HC	o379	VOGRSKO-ŠEMPETER	4.779 m	Low	Low-medium

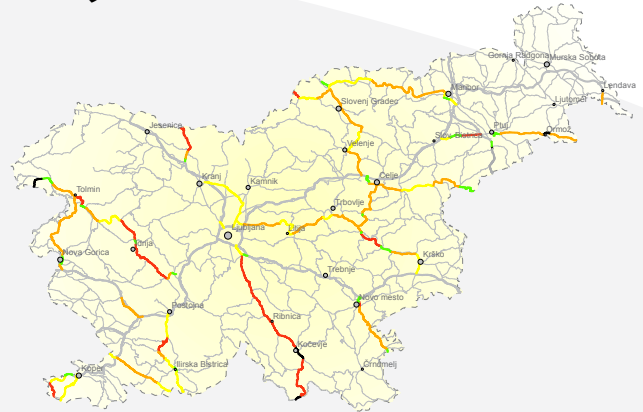
Clarification: Performance Tracking was done using the data related to road crashes for the periods 2006–2008 and 2009–2011 and not according to the "Star Rating".

Performance Tracking: Main roads

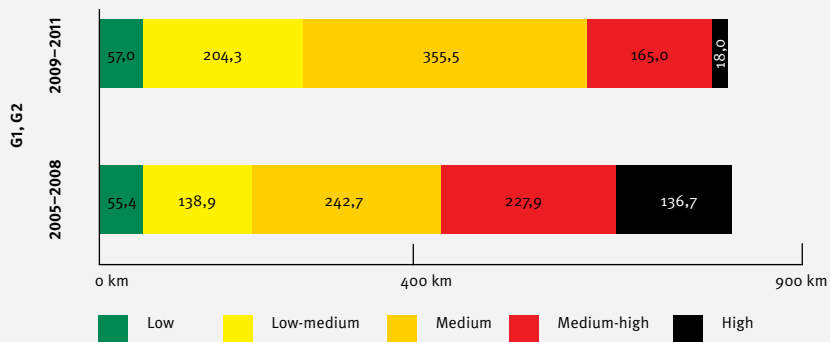
2006–2008



2009–2011



RISK RATING ACCORDING TO LENGTH CATEGORY


























The average rate of fatal and serious crashes on main roads (G1 and G2) has fallen from 69,2 per billion vehicle kilometres travelled to 58,1 per billion vehicle kilometres travelled over the three year period.

ROADS SECTIONS WITH THE GREATEST IMPROVEMENT IN RISK LEVEL

CATEGORY	SECTION	SECTION NAME	LENGTH OF SECTION	LEVEL OF RISK	
				2006–2008	2009–2011
G1	0240	Vič-Dravograd	3.590 m	High	Low
G1	0242	Radlje	2.350 m	Medium-high	Low-medium
G1	0336	Krško-Drnovo	4.925 m	Medium-high	Low-medium
G1	0338	Postojna-Pivka	10.260 m	Medium-high	Low-medium
G1	0360	Radeče	520 m	High	Low
G1	0363	Il.Bistrica (Do Podgrajske Ul.)	1.470 m	Medium	Low
G1	0392	Pragersko-Šikole	5.326 m	Medium-high	Low
G1	1062	Koper-Dragonja	14.665 m	Medium-high	Low-medium
G1	1257	Dravograd-Otiški Vrh	1.370 m	High	Low-medium
G1	1290	Sl.Bistrica-Pragersko	3.595 m	High	Low-medium
G2	0216	Škofljica-Šmarje Sap	2.461 m	Medium-high	Low
G2	0254	Novo Mesto (AC-Ločna)	910 m	High	Low
G2	0260	Škofljica	520 m	Medium-high	Low
G2	1005	Kobarid-Idrsko	2.200 m	Medium-high	Low
G2	1030	Staro Selo-Kobarid	3.320 m	High	Low
G2	1035	Spodnja Idrija	1.900 m	Medium-high	Low
G2	1037	Dol.Trebuša-Želin	13.118 m	Medium-high	Low-medium
G2	1039	Most Na Soči-Bača	2.205 m	High	Low
G2	1138	Moste-Mengeš	3.900 m	Medium-high	Low-medium
G2	1139	Mengeš-Trzin	4.158 m	Medium-high	Low-medium
G2	1180	Črnuče-Šentjakob	3.580 m	High	Low-medium
G2	1184	Zagorje-Trbovlje	4.316 m	High	Low-medium
G2	1275	Šentjur-Mestinje	14.307 m	Medium-high	Low-medium
G2	1277	Rogatec-Dobovec	7.774 m	High	Low
G2	1461	Logatec	1.672 m	Medium-high	Low

ROADS WITH THE GREATEST WORSENING OF RISK LEVEL

CATEGORY	SECTION	SECTION NAME	LENGTH OF SECTION	LEVEL OF RISK	
				2006–2008	2009–2011
G1	0362	Jurovci	1.000 m	 Medium-high	 High
G1	0393	Šikole-Hajdina	7.945 m	 Low-medium	 Medium-high
G1	0398	Ormož Z-Ormož V	3.020 m	 Medium	 High
G2	0232	Ljubelj-Bistrica(Tržič)	12.500 m	 Low-medium	 Medium-high
G2	0262	Rašica-Žlebič	12.425 m	 Medium	 Medium-high
G2	0263	Žlebič-Kočevje	18.779 m	 Medium	 Medium-high
G2	0264	Kočevje-Livold	6.269 m	 Medium	 High
G2	0266	Fara-Petrina	2.560 m	 Low	 High
G2	0357	Lendava-Petišovci	4.498 m	 Low	 Medium
G2	1006	Idrsko-Peršeti	11.715 m	 Low-medium	 Medium
G2	1031	Robič-Staro Selo	5.630 m	 Low	 High
G2	1040	Peršeti-Most na Soči	7.334 m	 Medium	 Medium-high
G2	1185	Trbovlje-Hrastnik	5.162 m	 Low	 Medium
G2	1254	Holmec-Poljana	3.881 m	 Low	 Medium-high
G2	1460	Kalce-Logatec	3.490 m	 Low-medium	 Medium

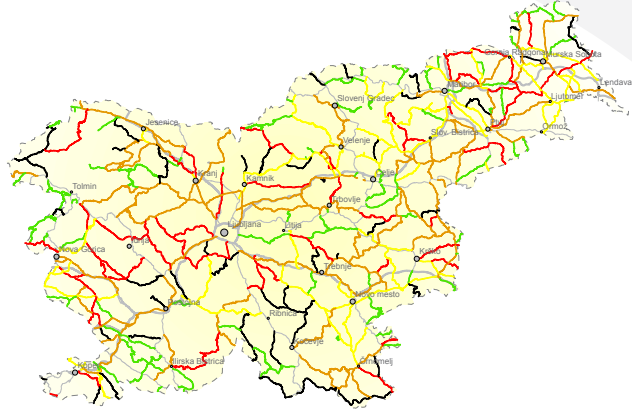
Clarification: A comparative analysis was done using the data related to road crashes for the periods 2006–2008 and 2009–2011 and not according to the “Star Rating”.

Performance Tracking: Regional roads

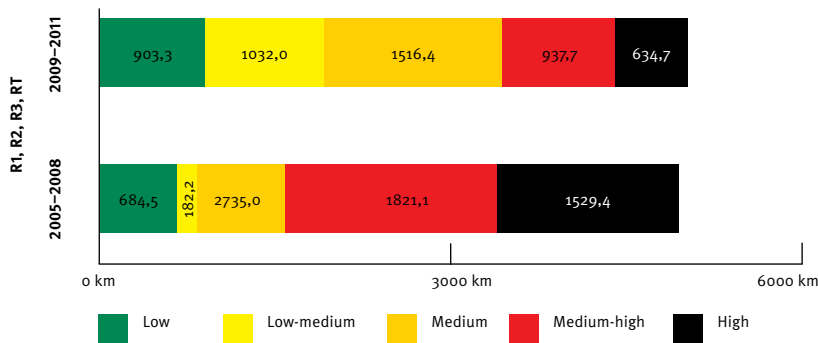
2006–2008



2009–2011



RISK RATING ACCORDING TO LENGTH CATEGORY











































































The average rate of road crashes on regional roads (R1, R2, R3 and RT) decreased from 97,3 per billion kilometres travelled, to 72,1 road crashes per billion kilometres travelled in the last three-year period.

ROADS WITH THE GREATEST IMPROVEMENT IN RISK LEVEL

CATEGORY	ROAD	ROAD NAME	LENGTH OF ROAD	LEVEL OF RISK		
				2006–2008	2009–2011	
R1	202	Rateče–Podkoren	4.306 m	Medium-high	Low	
R1	231	Gibina–Razkrižje–Ljutomer	9.260 m	High	Low-medium	
R2	405	Divača–Famlje–Ribnica	17.526 m	High	Low	
R2	420	Brežice–Dobova–Rigonca	6.688 m	High	Low-medium	
R2	421	Ručetna vas–Štrekļjevec–Jugorje	13.099 m	High	Low-medium	
R2	434	Radlje–Radeljski prelaz	5.860 m	High	Low	
R2	436	Počehova–Žg. Kungota–Jurij	12.435 m	High	Low-medium	
R2	442	Martjanci–Dobrovnik–Dolga vas	24.233 m	High	Low-medium	
R2	446	Sežana–Divača	9.770 m	High	Low	
R2	451	Arja vas–Žalec	2.090 m	Medium-high	Low	
R3	603	Most na Soči–Ušnik	4.271 m	High	Low	
R3	605	Kambreško–Solarji–Livek	19.858 m	High	Low	
R3	606	Kanal–Lig–Britof–Mišček–Golo Brdo–Neblo	35.376 m	Medium-high	Low	
R3	607	Prevala–Grgar–Čepovan	14.133 m	High	Low	
R3	608	Solkan–Lokve–Čepovan–Dolnja Trebuša	35.710 m	High	Low-medium	
R3	614	Šempeter–Vrtojba–Miren–Opatje selo–Komen–Štanjel–Manče	48.757 m	High	Low-medium	
R3	617	Komen–Gorjansko–Žekenc	6.132 m	High	Low	
R3	620	Štorje–Štanjel	11.249 m	High	Low	
R3	630	Prem–Obrov–Golac	27.246 m	High	Low	
R3	632	Ilirska Bistrica–Zabiče–Novokračine in Jelšane–Novokračine	21.101 m	High	Low	
R3	634	Javornik–Gorje–Bled	11.694 m	High	Low-medium	
R3	654	Štalcerji–Kočevska Reka	5.835 m	High	Low	
R3	662	Metlika–Božakovo	8.130 m	High	Low	
R3	668	Gabrje–Ratež	5.581 m	High	Low	
R3	672	Impoljca–Zavratec–Smednik–Kostanjevica	23.386 m	High	Low-medium	
R3	673	Drnovo–Križaj	5.705 m	Medium-high	Low	
R3	681	Laško–Breze–Šentjur	21.422 m	High	Low	
R3	689	Podlehnik–Žetale–Rogatec	19.034 m	Medium-high	Low	
R3	692	Borl–Cirkulane–Meje	7.703 m	High	Low	
R3	704	Radlje–Ribnica–Brezno	22.545 m	High	Low-medium	
R3	709	Maribor (Meljska cesta)–(Meljski hrib)–Malečnik–Pernica	7.770 m	Medium-high	Low	
R3	717	Cankova–Gerlinci–Korovci	6.797 m	High	Low	
R3	723	Šalovci–Čepinci	9.162 m	High	Low	
R3	734	Cerkvenjak–Vitomarci (Sv. Andraž)–Gabrnik	12.130 m	High	Low	
R3	741	Škofije–Dekani–priključek pristanišče Koper	3.672 m	High	Low-medium	
RT	908	Mojstrana–Vrata	11.600 m	High	Low	
RT	909	Bohinjska Bistrica–Vresje–Sorica–Petrovo brdo	21.852 m	High	Low	
RT	910	Sorica–Podrošt	5.339 m	High	Low	
RT	914	Postojna–Rakov Škocjan–Podskrajnik	11.166 m	Medium-high	Low	
RT	922	Grad–žičnica Krvavec	2.433 m	High	Low	
RT	926	Solčava–Podolševa–Sleme–Koprivna–Črna	24.322 m	High	Low	
RT	935	Fram–Kopivnik–Planica–Areh (dom Zarja)	13.900 m	High	Low	

ROADS WITH THE GREATEST WORSENING OF RISK LEVEL

CATEGORY	ROAD	ROAD NAME	LENGTH OF ROAD	LEVEL OF RISK			
				2006–2008		2009–2011	
R1	205	Divača–Lokev–Lipica	8.710 m		Low		Medium
R2	401	Žaga–Učja	7.445 m		Low		High
R2	414	Kamnik–Ločica	28.318 m		Medium		Medium-high
R2	417	Šmartno–Ljubež v lazih–Moravče–Tihaboj–Mirna	26.741 m		Medium		Medium-high
R2	437	Šentilj–Pesnica	12.052 m		Medium		Medium-high
R2	441	Murska Sobota–Gederovci	10.931 m		Medium-high		High
R3	602	Staro selo–Breginj–most na Nadiži	16.725 m		Low		Medium
R3	604	Ročinj–Lig	9.995 m		Low		High
R3	621	Kalce–Hrušica–Col	19.927 m		Medium-high		High
R3	624	Loka–Podpeč–Rakitovec	15.513 m		Low		High
R3	625	Bertoki–Gračiče	14.206 m		Medium		Medium-high
R3	626	Gračiče–Brezovica pri Gradinu	8.517 m		Low		High
R3	629	Valeta–Beli Križ–Piran	2.393 m		Medium		High
R3	639	Ljubljana (Šentvid)–Vodice–Brnik–Cerklje	20.458 m		Medium		Medium-high
R3	640	Rakek–Logatec	14.035 m		Low-medium		High
R3	652	Moravče–Čatež–Trebnje	15.470 m		Low		High
R3	653	Sodražica–Hrib–Trava–Podplanina	30.010 m		Medium		High
R3	655	Dolenja vas–Gotenica–Kočevska Reka	16.525 m		Low		High
R3	659	Stari trg–Kot–Sodevci	4.379 m		Low		High
R3	661	Krmačina–Drašiči–Metlika	9.270 m		Medium		Medium-high
R3	674	Zavratec–Škocjan	10.495 m		Low		Medium-high
R3	680	Rimske Toplice–Jurklošter–Dežno	21.530 m		Low		Medium-high
R3	683	Pilštanj–Golobinjek–Imeno	11.309 m		Low		High
R3	693	Nova Cerkev–Soka–Vitanje	10.320 m		Medium-high		High
R3	695	Polzela–Rečica in Gorenje–Soteska	8.844 m		Medium		Medium-high
R3	718	Pertoča–Fikšinci	5.672 m		Low		High
R3	728	Škofljica–Ig–po cesti 642–Gornji Ig–Rakitna	24.765 m		Medium-high		High
R3	732	Pondor–Tabor–Ojstriška vas–Kapla	4.033 m		Low		High
R3	742	Podpeč–Brezovica	6.911 m		Medium-high		High
RT	906	Mirzli Studenec–Rudno polje	6.100 m		Low		High
RT	907	Krnica–Žg. Radovna–Dovje	18.156		Low		High
RT	913	Postojna–Erazem–Predjama	10.422 m		Medium-high		High
RT	915	Ilirska Bistrica–Sviščaki–Leskova dolina–Pudob	49.360 m		Low		Medium-high
RT	918	Kot–Grgelj–Fara	23.414 m		Low		High
RT	919	Podzemelj–Adlešiči in Žuniči–Vinica–Stari trg	40.010 m		Medium		High
RT	936	Col–Predmeja	14.523 m		Low		Medium-high

Clarification: A comparative analysis was done using the data related to road crashes for the periods 2006–2008 and 2009–2011 and not according to the “Star Rating”.

Strategic Plan 2013–2015

The EuroRAP Slovenia project presents a challenge in terms of finance, expertise, and work expectations for all partners in the project. What it offers is a range of expert and objective results and solutions, which are designed to assist all road users as well as official road authorities and interested members of the public. It is a suitable tool for all levels of decision-making, management and administration of the Slovenian national road network. Due to its unique protocols, procedures and tools it provides the possibility of designing a safe road system in a transparent manner, which is a prerequisite if we are to meet a series of international, European and national goals in order to improve road safety.

AMZS and all partners in the EuroRAP Slovenia consortium are signatories of the United Nations call for a “Decade of Action for Road Safety 2011–2020” <http://www.vvv2012.si/en/> in which we pledge a commitment to do everything within our individual and collective power to reduce the number of casualties on Slovenian roads. A project such as EuroRAP makes this a real possibility.



In 2013 and 2014 we plan to conduct “Road Inspections” where we will video record and star rate approximately 3.150 km of roads:

- *AC - Motorways*
- *HC - Expressways*
- *G1 - Class 1 main roads*
- *G2 - Class 2 main roads*
- *Selected regional roads*

Our participation in the EU Sensor project will undoubtedly assist us in achieving our set goals. In 2012, the EU launched the largest trans-national project and collaboration of its kind in Europe. AMZS, with the support of the Directorate for Roads, was a successful candidate in the tender. Together with the Traffic Technical Institute of the Faculty of Civil and Geodetic Engineering of the University of Ljubljana, AMZS has been entrusted with one of the most demanding work packages of the project. The project involves 15 countries of Southeast Europe.

Together we can make our roads safer!

Data Sources: Slovenian Roads Agency; Police; Statistical Office of the Republic of Slovenia
Project Leader: AMZS, Dunajska 128, SI-1000 Ljubljana, www.amzs.si
Project Manager of EuroRAP Slovenia: Robert Štaba, univ. dipl. inž. teh. prom.
Experts: Faculty of Civil and Geodetic Engineering, University of Ljubljana – Traffic Technical Institute
Expert preparation and analysis of data: Jure Kostanjšek, [M.Sc., C.E], jk@fgg.uni-lj.si
Translation: Silvia Josephine Žele, **Graphic design:** Solos d. o. o.

Project leader:



Partners:



REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO IN PROSTOR



REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO IN PROSTOR
DIREKCIJA REPUBLIKE SLOVENIJE ZA CESTE



DARS
Povezujemo Slovenijo



PROMETNOTEHNIŠKI
INŠTITUT