

An action plan with technical, organizational and regulatory measures to limit the risk of serious road accidents in order to increase traffic safety

August 2026

1. Institutional management

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
1.1. Applying a single strategic approach in the implementation of the state policy on road safety	Designation of the State Agency for Road Safety (SARS) as the body responsible for risk management in the road safety system. This role is explicitly defined by legislative powers, as the agency is transformed from a purely coordinating and methodical to a proactive and controlling structure. SARS is mandated, on the basis of a "risk analysis", to develop and assign competent measures to limit the identified risks and, if necessary, to adjust their implementation by the target institutions in volume, quality and deadline.	Q4, 2026 - Q2, 2027	SARS, CM	Not applicable
1.2. Coordination between departments and distribution of roles	Overcoming duplicative functions and clearly defining the roles of institutions.	Q4, 2026	CM, All Offices	Not applicable

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
<i>1.2.1. Role: Methodological and Risk Coordinator – SARS</i>	The SARS monitors and coordinates the implementation of the measures set out in this plan. The monitoring and coordination mechanism is defined as follows: - Organizes and holds monthly meetings with the responsible institutions to report on the progress in the implementation of the measures. - Prepares monthly progress reports to the Deputy Prime Minister with a copy to the Minister of Interior, the Minister of Transport and Communications and the Minister of Regional Development and Public Works. - Based on the risk analysis, it develops corrective measures as an annex to the monthly reports to ensure the implementation of the plan, observing the principle that the financial resource for road safety will be directed on the basis of the measured risk.	Q1, 2027 Current	SARS	SARS budget
<i>1.2.2. Role: Single control body – Ministry of Interior</i>	Road control and administrative-penal activities	Q1, 2027	MoI	MoI Budget
<i>1.2.3. Role: Owner of the road – MRDPW/RIA, Municipalities</i>	Design, construction and maintenance of road infrastructure.	Q1, 2027	MRDPW/RIA, Municipalities	RIA/Municipalities Budget
<i>1.2.4. Role: Future new structure in MTC</i>	Traffic monitoring, tolling, its, risk profiles and electronic records.	Q1, 2027	BNS/MTC, MoI	BNS Budget
<i>1.2.5. Role: Licensing activity, training, exams and roadworthiness of vehicles – EARTA</i>	Control of checkpoints performing roadworthiness tests, licensing, permit and registration regime, inspections in transport enterprises. Training and conducting exams of candidate drivers for the purpose of acquiring a driving license.	Q1, 2027	EARTA/MTC	EARTA Budget
1.3. Administrative criminal activity	Introducing AI technology regulations, effective penalties and compliance with the EU framework.	Q1, 2027	MIDT, MoI	Administrative Capacity
<i>1.3.1. SSED Registration</i>	Introduction of mandatory registration in the System for Secure Electronic Delivery (SSED) for companies and for individuals – system violators.	Q2, 2027	MIDT, MoI	MIDT Budget
<i>1.2.3. Optimization of electronic slip delivery</i>	Developing and regulating the ways of serving documents for imposing penalties – electronic fiches (FEs) and penal decrees, including by extending the persons to whom it is permissible to be served against a surrender obligation (drivers, etc.)	Q3, 2027	MoI, MIDT, MoJ	Administrative Capacity

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
1.3.3. <i>Interinstitutional exchanges</i>	Regulatory regulation of the status of electronic evidence records. Determination of the terms and conditions for their creation and referral for processing to the Single Control Body.	Q4, 2026	MoI, MIDT, MoJ, SARS, BNS	Administrative Capacity

2. Intelligent Road Infrastructure and ITS

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
2.1. Prioritization, planning and implementation of safety activities based on risk investigation and analysis	Development and adoption of standards for determining the sections with concentration of road accidents – RAA (black dots) on the basis of risk analysis and preventive effects.	Q1, 2027	SARS, MRDPW/RIA, MoI	Road Safety Fund SARS Budget, RIA
2.2. Dynamic traffic management	Collection of real traffic data and use of electronic signs with variable content (VMS) and weather stations.	Q3, 2027	RIA, BNC	MRDPW/RIA, MTC
<i>2.2.1. Early warning</i>	Early warning in case of change in driving conditions and reaction: diversion, rerouting or stopping traffic; introduction of temporary speed limits or bans on overtaking, etc.	Q3, 2027	MoI, RIA, BNC	RIA
<i>2.2.2. Construction and/or concession of buffer zones/parking lots for heavy traffic</i>	Regulatory regulation of the process of construction of new buffer zones/parking lots for heavy traffic as road safety sites. (<i>maximum distance of 100 km for sites on the main road network and a basic minimum of services provided to drivers</i> in accordance with the requirements of the Delegated Regulation (EU) 2022/1012 of the European Commission and ensuring decent conditions for rest of professional drivers and protection of cargo against theft in accordance with the Mobility Package). Study of the possibilities for granting a concession for existing buffer zones/parking lots for heavy traffic.	Q1, 2027	MRDPW, Regional Governors RIA, BNC, EARTA, MoI, concessionaires of parking lots and buffer zones	Budget of the MRDP, investment plans of concessionaires of parking lots and buffer zones
<i>2.2.3. Regulatory requirements for buffer zone/parking operators and BNS</i>	In accordance with EU requirements, operators of buffer and transit parking lots are obliged to share static and dynamic data (spare capacity, availability of services) through the national access points and the BNS system.	Q2, 2027	MRDPW, Regional Governors RIA, BNC, EARTA, MoI, concessionaires of parking lots and buffer zones	Investment plans of concessionaires of parking lots and buffer zones

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
2.2.4. <i>Dynamic traffic restrictions with objective criteria</i>	Development of rules for the introduction of temporary restrictions on the movement of vehicles according to specific parameters – weather, traffic, road accidents, repairs, reduced visibility – with automatic termination after the risk has ceased.	Q2, 2027	BNS, RIA, MoI	Not applicable
2.3. Automated monitoring (Freight traffic)	Implementation of sensor networks for infrastructure protection and control of freight vehicles – measurement: • Expanding and maintaining the network of on-the-go weighing systems against pavement deformations. • Access to data from electronic tachographs. Read data on the fly for proactive response and control body monitoring. • Satellite-based location data – GNSS data from vehicle on-board units. Collection and real-time exchange of raw satellite data on the position and speed of heavy goods vehicles. • Control of the condition of the tires in motion. Tracking tread, geometry and tire pressure through road sensors.	2027 - 2028	BNS, MoI, EARTA, API, MEII/BAS and BIM	European Programmes /Revenue Toll RIA Capital expenditures, BNS Budget

3. Roadworthiness of vehicles

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
3.1. Improving the organization and activity of carrying out roadworthiness tests of vehicles	<i>Reading of VIN (OBD-II)</i> Mandatory reading of the frame number, collection of CO2 emissions data Automatic vehicle identification Automatically capture and read the registration number (ANPR) + VIN from the OBD + VIN from the register + visual/AI recognition of the make, model, color and physical presence of the vehicle in the inspection area. Centralized meter management Protection against simulated measurements <i>Automated targeting of CCP control</i> Software analysis for anomalies (e.g. 100% success rate of old cars or unrealistically short review time). Automatically assign a check-up re-examination.	Q1, 2027 - Q4, 2027	EARTA , MoI MIDT	EARTA Budget Checkpoint funds

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
3.2. Incentives to use safe cars	Study of the possibilities for introducing incentives by using the bonus-malus mechanism under the compulsory motor third party liability insurance.	Q1, 2028	FSC/MF	Not applicable

4. Law Enforcement and Technological Control

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
4.1. Automated monitoring networks	Integration of cameras (average/instantaneous speed), ANPR, weight sensors, weather sensors and tachograph/GNSS data.	Q2, 2027	MoI, RIA, BNC	BNS Budget
4.2. Data consolidation	Creation of a single processing center integrating registers (vehicle, GTP, CSR, licenses, AND), commercial anonymized data and data from a public control and sharing portal. <i>Risk analysis (real-time)</i> Generation of personalized risk profiles of vehicles and statistical risk profiles of road sections for targeting the control.	Q3, 2027 Q4, 2027	BNS, MIDT, MoI, SARS, EARTA	BNS Budget MoI Budget
4.3. E-Law Enforcement	Structuring of digital packages of evidence (electronic evidence records) for automated transfer to the Single Control Body. <i>Control of roadside inspection points</i> Preliminary control based on currently established anomalies, risk profile of the vehicle and pending electronic slips.	Q2, 2027 - Q3, 2026	MoI, BNS, EARTA	BNS Budget
4.4. Unified Control Body (MoI)	Concentration of the powers under the AND by NTU/RIA and EARTA to the MoI. <i>Proactive roadside control activity</i> Targeting teams in designated areas for selective control based on risk profiles. <i>Accelerated EF generation</i> Shortening the time from establishing the violation to issuing an electronic ticket in order to ensure equally fast and effective sanctioning of violations committed by both domestic and foreign drivers.	Q1, 2027 Q3, 2027 Q3, 2027	MoI, MTS, MRDPW, MP, BNS	BNS Budget MoI Budget

5. Behaviour of road users and the human factor: prevention through education, training and lifelong impact

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
5.1. Impact of the upbringing stage in the family environment	Conducting national initiatives on the role of the family environment in raising road safety by forming a new social environment for the prevention of risky behavior and compliance with traffic rules and safety standards on the road, including in the urban environment; cooperation with the non-governmental sector to conduct local, regional and national events; making full use of the Parent Handbook developed by SARS.	Current	SARS, MYS, MoI, NGOs, regional administrations, municipalities	Central budget, budget of regional administrations and municipalities, NGOs
5.2. Impact of the learning stage in the education system	Increasing the effectiveness of road safety education in the education system – developing new learning content adequate to the needs of prevention and the characteristics of the technological environment in which children are educated and educated; introducing a new approach to knowledge transfer at all levels of education and for the teachers themselves; combining knowledge of the rules with practical activities to develop skills and attitudes, including through appropriate digital content with augmented reality and emphasis on risk perception, emotional intelligence and civic responsibility; introducing an effectiveness assessment mechanism to monitor the success of knowledge, skills and attitudes as basic prerequisites for real behavior on the road of children as road users.	2027 Academic year 2027/28	MES, SARS	Budget of the MoE and SARS

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
5.3. Impact at candidate driver training stage	Modernization of the training system through separate specialized centers (polygons) in three stages. • <i>Preparation Phase</i> Regulatory regulation under the Spatial Planning Act for rapid design and commissioning of specialized centers. Their designation as a road safety object. • <i>Additional/upgrading training</i> Mandatory qualification stage as a measure for upgrading the training of new drivers. • <i>Corrective training instead of automatic aggravation of the penalty</i> For certain low- or medium-risk repeated infringements – introduction of mandatory corrective training, a practical module or a safe management course instead of or alongside a limited property sanction. Adoption of a Concept for the introduction of additional/upgrading training for new drivers through polygons simulating risky situations on the road.	2027 - 2028	MRDPW, MoI, SARS, EARTA, MES, Regional Governors	Road Safety Fund Budget EARTA Budget Private Investors Tuition Fees Offender Fees
5.4. Impact at the stage of conducting examinations for the acquisition of a driving license	Regulatory amendments for the implementation of technologies that exclude the subjective factor. Improvement of the administrative capacity of the chairmen of examination committees. Digitized protocol with software upgrade to generate the evaluation in the electronic protocol. Automated exchange of data with the results of examinations to a competent authority issuing a driving license. On-board telemetry and systems – equipment with additional technical means to improve and objectify the examinations. Unification of the rules for training of instructors – improvement of the qualification of instructors through uniform rules for training and programs. Creation of a registry.	Q1, 2027-2028 2028	EARTA, MIDT EARTA, MES	EARTA Budget Training center funds EARTA Budget MES Budget State Budget

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
5.5. Continuing impact through public accountability	<i>Conducting a National Road Safety campaign</i> against the risky behavior of road users, including speeding, undertaking improper maneuvers, not keeping a distance, using alcohol, drugs and their analogues, not using safety belts and child restraint systems, the influence of emotions, stress, fatigue and distraction, etc. <i>Digital "marketing" of Road Safety</i> – campaigns in digital media and social networks to explain the effect of risk factors - examples and good practices. <i>Dedicated preventive field screening for the use of seat belts, for example in the rear seats</i> – applying the Stop and Warn method (Stop and Warn / Stop and Advise) as a highly effective tactic for proactive field screening, which shifts the focus of control bodies from purely sanctioning to preventive and educational activity. <i>Operational protocol for field screening</i> - applying the "Stop and Warn" method as a method that does not imply a compromise with the offenders, but serves as an early filter to eliminate risk factors before they have led to an incident.	Current Q1, 2027	SARS, departments, regional administrations, municipalities	Road Safety Fund Administration Budgets
	<i>Communication strategy and publicity</i> - ensuring publicity for the actions and results of the participants in the Road Safety policy through a transparency portal that presents the actions and results in implementation of the system of complex measures.	Q1, 2027	SARS	State Budget
	<i>Social media platforms</i> – purposefully sharing good practices on prevention and intolerance of violations. Development and maintenance in social networks of pages/content for the purposeful sharing of good practices in the family environment for prevention and active position of intransigence to non-compliance with road traffic rules, including in terms of tolerance and ethics on the road.	Current	SARS, departments, NGOs	SARS Budget and institutions

Measure / Activity	Summary and purpose of the measure	Duration	Responsible institutions	Fiscal framework
	<i>Creation of a national control portal for reporting risky behavior with feedback to citizens</i> – development and development, in cooperation with the non-governmental sector, of a national portal for public control and reporting of risky behavior on the road and in the urban environment, through which to provide feedback from the competent institutions to citizens on the actions taken on each submitted signal.	Q4, 2026 – Q2, 2027	SARS, MoI, MIDT, BNS	MIDT
	<i>Employers' social responsibility</i> – introduction of the system of measures developed by SARS to protect employees from accidents and control regime. Dissemination of the Handbook for employers for integration of road safety as a form of social responsibility prepared by SARS.	Q1, 2027 Current	SARS, departments, public and private employers	SARS Budget , the institutions and employers' organizations

6. Medical Accident Prevention and Response (Post-Crash Response)

Measure / Activity	Summary and purpose of the measure	Duration	Responsible	Measure / Activity
6.1 Psychological assistance to victims of road traffic accidents and systemic offenders	Development of a concept with two main directions for: - providing psychological assistance to victims of traffic accidents and their relatives and - working with system intruders on the road	Q1, 2027	SARS, MTS/EARTA, MoH, MoI, BAS	Central Budget / NGO
6.2. Operational coordination for the prevention of incidents for medical reasons	To effectively eliminate the risk of road accidents caused by a sudden deterioration in the health of drivers, an automated model for interagency exchange of data on medical fitness and change in the medical condition of the driver is introduced. <i>Integration between the National Health Information System (NHIS) and the automated information systems of the MoI</i> The model is based on a secure integration between the National Health Information System (NHIS) and the automated information systems of the MoI, implemented through an infrastructure for electronic exchange.	Q1, 2027	MoI, MoH, EARTA, MIDT, BNS	MoI/M Budget BNS Budget
6.3. Medical Infrastructure	Optimization of crash response time based on analysis Application of the Diagnostic and Therapeutic Protocols and Algorithms, approved by the Minister of Health, in order to respond effectively to accidents.	Q1, 2027	MoH, MoI, BNS	MoH Budget MoI Budget Operating Budget

Note: The future new structure (BNS) cited in the plan is the Executive Agency "Road Transport Operator" (EARTO) in the structure of the Ministry of Transport and Communications, for the creation of which the Council of Ministers decided on 09.09.2026.