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Preparation and performance of annual traffic surveys

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Abbreviations

ATC	Automatic traffic counter
GDP	Gross domestic product
HGV	Heavy goods vehicle
HGVT	Heavy goods vehicle with trailer
LAU	Local administrative units
MGVT	Medium goods vehicle with trailer
NUTS	Nomenclature of Territorial Units for Statistics
O-D	Origin – Destination
ODS	Origin - Destination Survey
PTS	Profile traffic survey
ST	Semi-trailer
TP	Technical regulation

1. The questionnaire traffic survey on border crossings (SK-CZ, CZ-PL, SK-PL)

1.1. Survey sites

Execution of the questionnaire traffic survey at the border crossings (later "Origin – destination survey" or "ODS") is a difficult task, successful completion of which is largely dependent on the effective settings of partial tasks within the preparation phase. Its main content is to obtain the necessary permits and elaboration of detailed implementation plan from personnel and organizational point of view of the whole action.

The most important step in the survey preparation is the physical inspection of the border crossings associated with finding optimal locations for the purpose of the stopping vehicles and questioning of drivers. Exact counting sites were necessary set for both driving directions, with emphasis set to the assurance of the enough space capacity due to the expected traffic flow. Counting sites also have to fulfil requirements on safety of the surveyors during the survey and elimination of potentially conflict traffic situation – thus maintaining the safety and continuity of traffic.

The list of relevant border crossings for the survey:

1. SK/CZ, I/10-I/35 Makov – Bíla Bumbálka,
2. SK/CZ, I/11 Svrčinovec – Mosty u Jablunkova,
3. SK/PL, D3-S1 Skalité – Zwardoń,
4. SK/PL, I/59-7 Trstená – Chyzne,
5. CZ/PL I/57-41 Bartultovice-Vysoká – Trzebina,
6. CZ/PL D1-A1 Antošovice/Šilheřovice,
7. CZ/PL I/48-52 Český Těšín – Czieszyn.

1.2. Zoning of the interest area and coding key

For simplified recording origins and destinations of the transport in questionnaire is necessary to particular zones and nodes (origin/destination of the transport) assign feature (code), which serve as a basic qualification feature in the recording and processing of data from the survey. The particular codes will generate coding key that will serve for the needs of O/D matrixes creation and for the need of particular trips (records) reconstruction.

Creation of the coding key follows these steps:

- determining the border of the interest area (Žilina and Moravian-Silesian region, Opole and Silesian voivodship),
- definition of transport zones and their marking,
- definition of nodes and their marking,
- definition of overhangs of interest area within holdback of territorial continuity in crossing national borders of particular states.

For each state, whose territory is located in the TRITIA region, in zoning of the area was selected following approach:

Slovak Republic - Žilina self-governing region

Distribution of transport zones within Žilina self-governing region is at the level of LAU 1 and the rest regions of the Slovak Republic NUTS III, as is shown in the following figure.

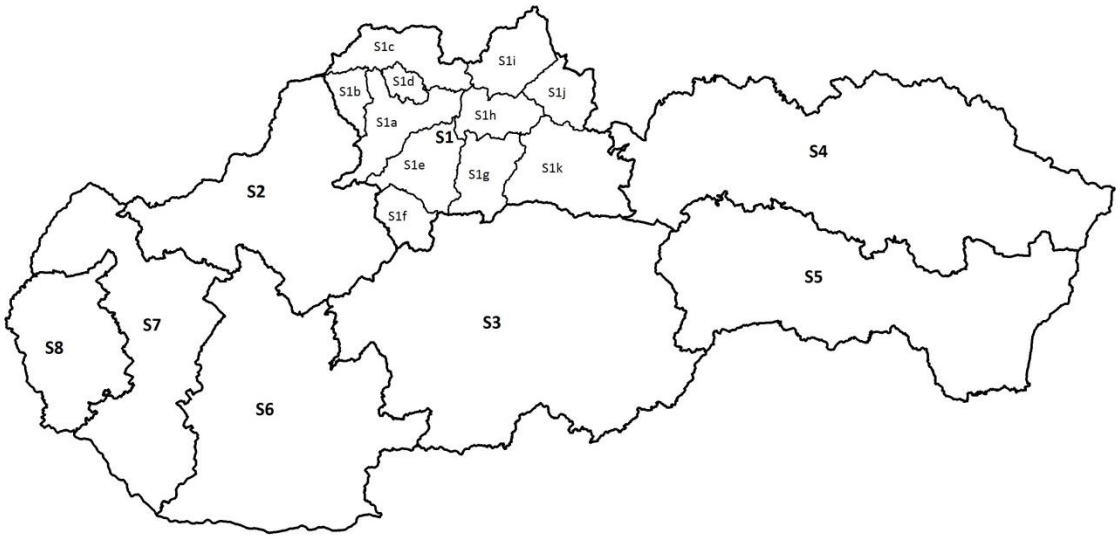


Figure 1 Transport zones in Slovak Republic

Every district and region in Slovak Republic has assigned an alphanumeric code.

Table 1 Coding of the transport zones in Slovak Republic

Origin/Destination	Code
Žilina region	**S1**
Žilina district	S1a
Bytča district	S1b
Čadca district	S1c
Kysucké Nové Mesto district	S1d
Martin district	S1e
Turčianske Teplice district	S1f
Ružomberok district	S1g
Dolný Kubín district	S1h
Námestovo district	S1i
Tvrdošín district	S1j
Liptovský Mikuláš district	S1k
Trenčín region	**S2**
Banská Bystrica region	**S3**
Prešov region	**S4**
Košice region	**S5**
Nitra region	**S6**
Trnava region	**S7**
Bratislava region	**S8**

Czech Republic – Moravian-Silesian Region

The distribution of transport zones within Moravian-Silesian region and part of the Olomouc region, which is a transition area between Poland and Czech Republic is at the lever of LAU 1 and other regions of the Czech Republic are divided in transport zones at the level of NUTS III, as is shown in the following figure.

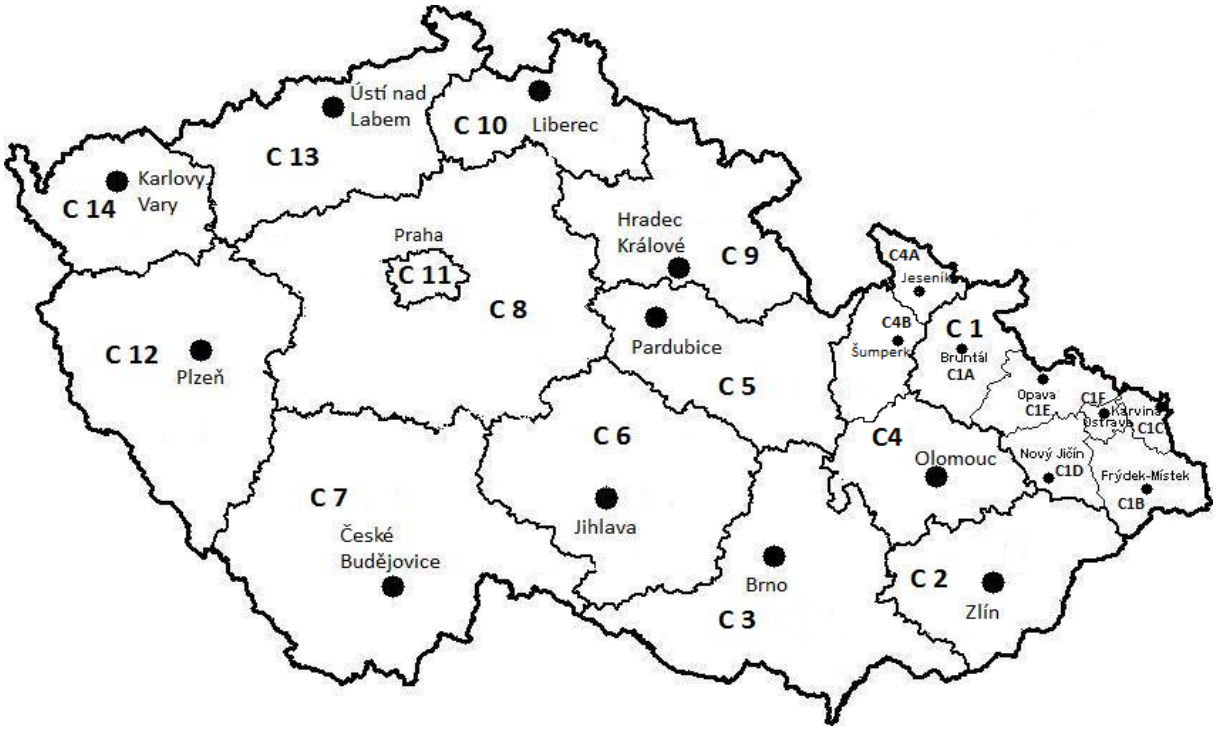


Figure 2 Transport zones in Czech Republic

Particular transport zones in Czech Republic have assigned an alphanumeric code shown in following table.

Table 2 Coding of the transport zones in Czech Republic

Origin/Destination	Code
Moravian-Silesian region	**C 1**
Bruntál district	C 1a
Frýdek-Mýstek district	C 1b
Karviná district	C 1c
Nový Jičín district	C 1d
Opava district	C 1e
Ostrava-City district	C 1f
Zlín region	**C 2**
South Moravian region	**C 3**
Olomouc region	**C 4**
Jeseník district	C4a
Šumperk district	C4b
Pardubice region	**C 5**
Vysočina region	**C 6**
South Bohemian Region	**C 7**
Central Bohemia region	**C 8**
Hradec Králové region	**C 9**

Origin/Destination	Code
Liberec region	C 10
Capital city Prague	C 11
Pilsen region	C 12
Usti region	C 13
Karlovy Vary region	C 14

Poland - Silesia and Opole voivodeships

Distribution of transport zone within Silesia and Opole voivodeships is at the level of NUTS III (subregions) and other territory of Poland is distributed in transport zones at the level of NUTS II (voivodeship) as is shown in following figure.

Figure 3 Transport zones in Poland

Particular transport zones in Poland have assigned an alphanumeric code shown in following table.

Table 3 Coding of the transport zones in Poland

Origin/Destination	Code
Silesian voivodeship	**P 1**
Czestochowski subregion	P 1a
Bytomski subregion	P 1b
Sosnowiecki subregion	P 1c
Gliwicki subregion	P 1d
Katowicki subregion	P 1e
Rybnicki subregion	P 1f
Tyski subregion	P 1g
Bielski subregion	P 1h
Lesser Poland voivodeship	**P 2**
Kraków	P 2a
Krakowski subregion	P 2b
Oswiecimski subregion	P 2c
Tarnovsky subregion	P 2d
Nowosadecki subregion n	P 2e
Opole voivodeship	**P 3**
Nyski subregion	P 3a
Opolski subregion	P 3b
Subcarpathian voivodeship	**P 4**
Holy Cross voivodeship	**P 5**
Lubin voivodeship	**P 6**
Masovian voivodeship	**P 7**
Lodz voivodeship	**P 8**
Lower Silesian voivodeship	**P 9**
Greater Poland voivodeship	**P 10**
Lubusz voivodeship	**P 11**
Kuyavian-Pomeranian voivodeship	**P 12**
Podlaskie voivodeship	**P 13**
Warmian-Masurian voivodeship	**P 14**
Pomeranian voivodeship	**P 15**
West Pomeranian voivodeship	**P 16**

Other European states were distributed in transport zones at the level of NUTS I with assigned alphanumerical codes, as is shown in following table a figure.

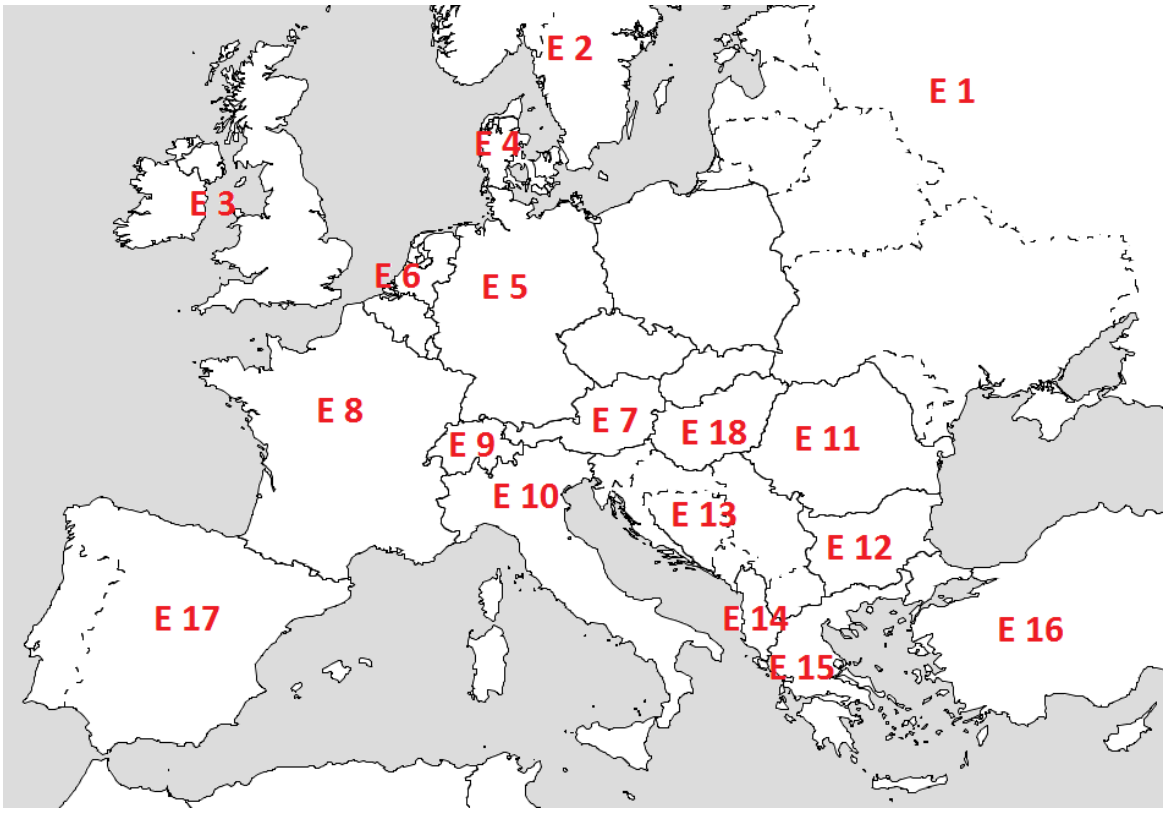


Figure 4 Transport zones in Europe (except SK, CZ, PL)

Table 4 Coding of the transport zones in Europe

Origin/Destination	Code
States of the former USSR (Russia, Ukraine, Lithuania, Moldova, Estonia, Latvia, Belarus, Georgia, Armenia, Azerbaijan, Uzbekistan, Kyrgyzstan, Tajikistan, Turkmenistan, Kazakhstan)	E 1
Scandinavia states (Norway, Sweden, Finland, Iceland)	E 2
Great Britain and Ireland	E 3
Denmark	E 4
Germany	E 5
The Benelux countries (Belgium, Netherlands, Luxemburg)	E 6
Austria	E 7
France	E 8
Switzerland	E 9
Italy	E 10
Romania	E 11
Bulgaria	E 12
Countries of former Yugoslavia (Bosnia and Herzegovina, Croatia, Macedonia, Serbia, Slovenia, Montenegro, Kosovo)	E 13
Albania	E 14
Greece	E 15
Turkey	E 16
Spain and Portugal	E 17

Origin/Destination	Code
Hungary	E 18

Numerical and alphanumerical codes of particular transport zones serve for the recording of the origins and destinations of transport routes.

For the reconstruction of particular transport routes in interest area of TRITIA region serve coding key of the important transport nodes, which are located in interest area and they are significant source of industry (cities), or important intersection through which the most important routes for freight transport and is possible change of traffic direction by them. The count of the nodes is dependent on the size of the interest area and from the transport infrastructure density. However, a higher number of labelled locations will provide a more detailed indication of the traffic direction concerning to the possibility of using alternative routes.

In the following figure is map with marked TRITIA territory and with identification of transit nodes that are marked by alphanumerical code according to the country. In addition, there are also marked transit areas between countries near the TRITIA regions border, which ensure the continuity of cross-country transit, because borders of regions and voivodships within TRITIA region do no connect smoothly.

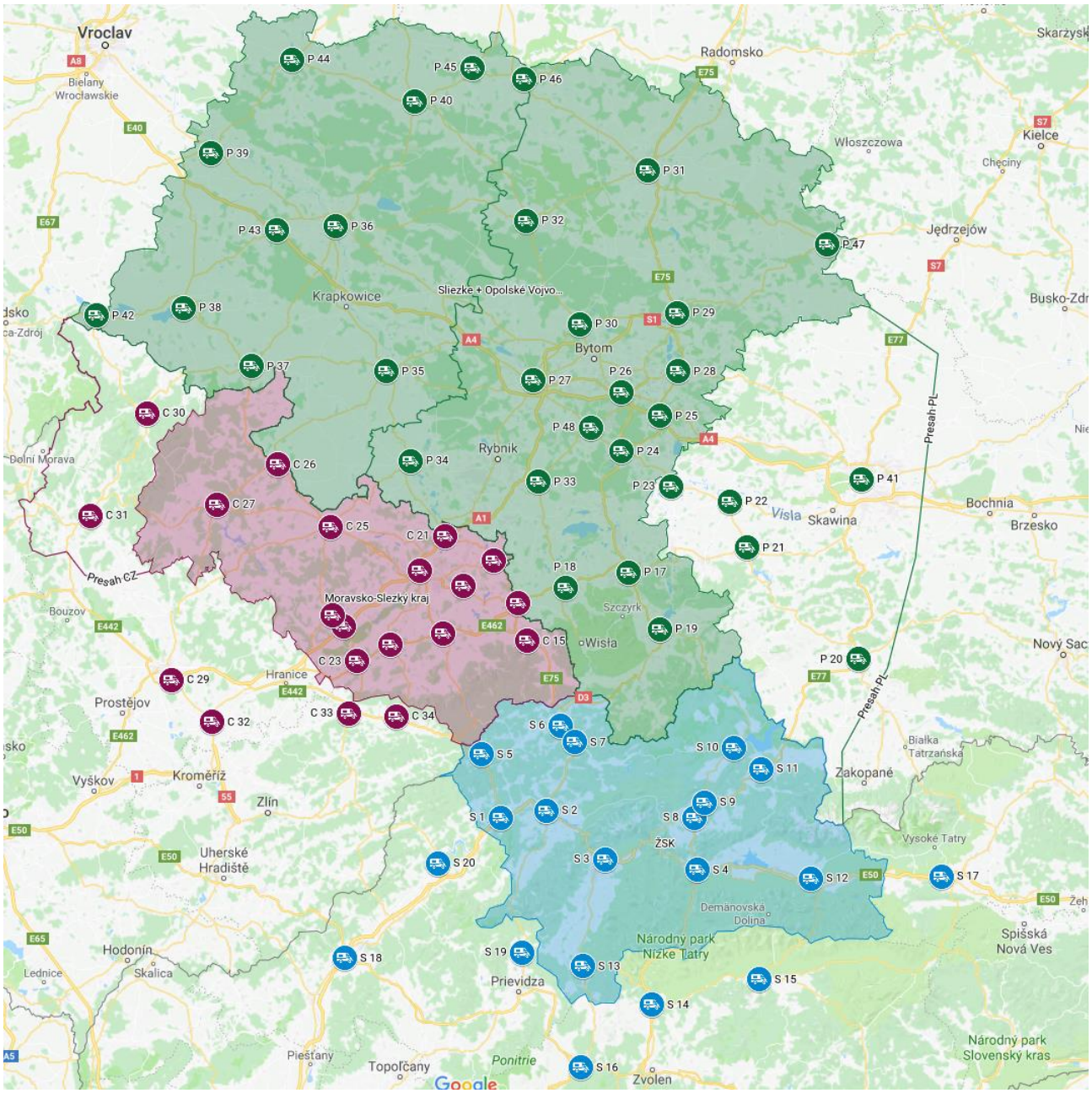


Figure 5 Map of TRITIA region with marked nodes

Map is online available by link:

https://drive.google.com/open?id=1eT--sl01IZtwTS5wE7jxzMfdZbPeVrzr&usp=sharing

An exact description of the nodes is given in the following tables especially for each country in TRITIA region.

Table 5 Coding of the nodes in Slovak Republic

Code	Node	Latitude	Longitude	Note
S 1	Bytča	49.211983	18.558043	
S 2	Žilina	49.230449	18.732310	
S 3	Martin	49.108618	18.957336	
S 4	Ružomberok	49.081239	19.309226	

Code	Node	Latitude	Longitude	Note
S 5	Makov	49.370633	18.481320	
S 6	Čadca	49.442223	18.786982	
S 7	Krásno nad Kysucou	49.401114	18.842028	
S 8	Dolný Kubín	49.212320	19.299716	
S 9	Oravský Podzámok	49.249861	19.339262	
S 10	Námestovo	49.387481	19.451041	
S 11	Tvrdošín	49.333518	19.554836	
S 12	Liptovský Mikuláš	49.059466	19.745551	
S 13	Turčianske Teplice	48.839315	18.870201	
S 14	Banská Bystrica	48.742663	19.137361	Crossing from Banská Bystrica
S 15	Podbrezová	48.806042	19.547585	Crossing from Banská Bystrica
S 16	Žiar nad Hronom	48.583177	18.864549	Crossing from Banská Bystrica
S 17	Poprad	49.064966	20.246082	Crossing from Prešov
S 18	Trenčín	48.860244	17.957769	Crossing from Trenčín
S 19	Nitrianske Pravno	48.874231	18.639621	Crossing from Trenčín
S 20	Púchov	49.097411	18.317579	Crossing from Trenčín

Table 6 Coding of the nodes in Czech Republic

Code	Node	Latitude	Longitude	Note
C 15	Třinec	49.653629	18.656130	
C 16	Český Těšín	49.746056	18.620977	
C 17	Frýdek-Místek	49.671300	18.334633	
C 18	Havířov	49.788712	18.414773	
C 19	Karviná	49.852834	18.531049	
C 20	Ostrava	49.826204	18.246429	
C 21	Bohumín	49.912637	18.343112	
C 22	Příbor	49.644568	18.134029	
C 23	Nový Jičín	49.603028	18.005216	
C 24	Hladké Životice	49.690171	17.956406	
C 25	Opava	49.934909	17.902505	
C 26	Krnov	50.088115	17.701258	
C 27	Bruntál	49.990805	17.468675	
C 28	Fulnek	49.715975	17.913592	
C 29	Olomouc	49.556631	17.293514	Olomouc region
C 30	Jeseník	50.214175	17.202233	Olomouc region
C 31	Šumperk	49.963236	16.985255	Olomouc region
C 32	Přerov	49.451518	17.450922	Olomouc region
C 33	Valašské Meziříčí	49.472900	17.972839	Olomouc region
C 34	Rožnov pod Radhoštem	49.465563	18.156118	Olomouc region

Table 7 Coding of the nodes in Poland

Code	Node	Latitude	Longitude	Note
P 17	Bielsko-Biala	49.822586	19.045122	
P 18	Skoczow	49.784757	18.804841	
P 19	Żywiec	49.681616	19.167539	
P 20	Rabka-Zdroj	49.608072	19.927635	Lesser Poland voivodeship
P 21	Wadowice	49.883875	19.502374	Lesser Poland voivodeship
P 22	Zator	49.997900	19.436197	Lesser Poland voivodeship
P 23	Oswiecim	50.034788	19.210157	Lesser Poland voivodeship
P 24	Tychy	50.121716	19.019799	
P 25	Myslovicze	50.207836	19.166428	
P 26	Katovice	50.265807	19.017534	
P 27	Gliwice	50.295478	18.680283	
P 28	Dabrowa Górnicza	50.318075	19.237002	
P 29	Siewierz	50.459781	19.231576	
P 30	Tarnowskie Góry	50.432670	18.859710	
P 31	Czestochowa	50.806049	19.118805	
P 32	Lubliniec	50.684162	18.653003	
P 33	Żory	50.045955	18.702314	
P 34	Racibórz	50.096925	18.210914	
P 35	Reńska Wieś	50.317502	18.119666	
P 36	Opole	50.670930	17.924482	
P 37	Prudnik	50.329523	17.600627	
P 38	Nysa	50.472851	17.342790	
P 39	Brzeg	50.847476	17.447138	
P 40	Kluczborg	50.974175	18.227410	
P 41	Krakov	50.0527301	19.9415588	Lesser Poland voivodeship
P 42	Paczków	50.4533509	17.0057201	
P 43	A4 - 46	50.6612414	17.6981163	
P 44	Namyslów	51.0736278	17.7578545	
P 45	Praszka	51.0548836	18.4502506	
P 46	Jaworzno	51.0264022	18.6466956	
P 47	Szczekociny	50.626761	19.8086929	
P 48	Mikolów	50.1790184	18.9038037	

The coding key thus processed will also be used during the questionnaire traffic survey on border crossing by surveyors.

For the needs of recording the source, destination and transport journey is recommended to use this coding key, which will simplify the filling of the questionnaire and also shorten the time needed to fill it.

In recording the origin and destination of the transport will be used coding key (numerical or alphanumerical codes), that have been assigned to transport zones inside/outside the interest area as transport centroids. In the questionnaire will be recorded origin and destination of transport journeys by using this coding key.

Recording of the transport journey to the questionnaire will be performed by writing relevant codes of nodes in the same direction as driver crosses them during the journey.

1.3. Questionnaire for the survey

For the purposes of questionnaire traffic survey on border crossings was created a questionnaire in the form of the blank sheet (Annex1). In its design, emphasis was places on simplifying the performance of the survey directly in the stamping ground. The content of the questionnaire corresponds to the requirements for obtaining the relevant basis for the elaboration of the origin and destination matrix. The identification of each questionnaire is given by the following information, which the relevant surveyor will give before answering:

- Border crossing,
- Name of the surveyor,
- Date of the survey,
- Survey time: (6:00 – 7:00, 7:00 – 8:00) etc.
- Traffic flow direction (SK, PL, CZ),
- The number of the counting site (1 – 8),
- Serial number of questionnaire (1 – x)

The following data will be recorded in the questionnaire during the survey:

- Serial number of the stopped vehicle (1 – x),
- Time of stop vehicle (during questioning),
- Vehicle category (MGVT, HGV, HGVT, ST),
- Origin (coding key),
- Destination (coding key),
- Transport journey based on the drivers route in the interest area (coding key):
- Frequency (scheduled, non-scheduled),

Due to the need of active communication between the surveyor and driver, special attention was devoted during the preparatory phase to the ability to communicate with foreigners, who make up a significant proportion of drivers at border crossings. For this purpose, questionnaire was supplemented by a readily complied list of questionnaires in several language mutations: Slovak, English, German, Polis, Hungarian, Turkish, Russian and Lithuanian (Annex 2). Language mutations of the questionnaire are part of the surveyor´s documentation during the survey.

1.4. Instructions for surveyors

Instructions for surveyors contain the information necessary for performing of questionnaire traffic survey on border crossings and are part of the surveyor´s documentation and equipment, so it is necessary to translate them into the national languages of each partner’s country.

Records from the traffic survey from counting site of border crossings are executed in the stamping ground (place of the execution of the traffic survey) in the prepared questionnaires. Surveyors will have all the necessary documentation.

The main principles in the questionnaire traffic survey:

- The place of the counting site has to be clearly specified for the surveyors (counting site manager).
- The surveyor will follow the instructions of the counting site manager.

- The surveyors have to arrive at the counting site in sufficient advance of the start of the questionnaire traffic survey (15 minutes).

Safety and health protection at work

It is important to avoid an increased risk arising from road traffic, vehicles stopping etc. during the survey. It is necessary to follow these guidelines:

- Every surveyor is required to wear a reflective vest during the survey.
- Do not moving in the area of traffic lanes.
- Behave in that way, so that without menace your own safety, safety of other surveyors, interviewed drivers or other road users.
- Do not use headphones to listen to music in performing a survey.
- Take care and caution in stopping and departure of vehicles of interviewed drivers as well as other vehicles during the survey.
- In case, that the counting site can show signs of danger, or if the surveyor observes a dangerous case, he is obliged to contact counting site manager.
- Beware of unnecessary road crossing (dangerous walking in the counting site).

Equipment and documentation for surveyor

Every surveyor will get before execution of the questionnaire traffic survey on border crossings from counting site manager:

- Safety reflective vest,
- Sufficient number of the questionnaires,
- Maps,
- Questionnaire in more language mutations,
- Solid A4 size pad,
- Writing tools.

For the purposes of questionnaire survey every surveyor will ensure himself:

- In regard to the term of the survey: appropriate clothing (according to the weather conditions).
- Mobile phone – in order to resolve unexpected situations with the counting site manager.
- Mobile phone, watches – in order to recording the data according to the time of the vehicle passing and sorting of the questionnaires according to the hours.

Filling of the questionnaire

Surveyor will legibly fill:

- Before survey execution:

Every basic identification data of the counting site: (Figure 6): border crossing, name, signature as a confirmation of the realization of the questionnaire survey and correctness of recorded data, date, hour, direction of the stopped vehicles (for example direction Poland), number of the counting site (determine the counting site manager), serial number of questionnaire from the total number.

BORDER CROSSING:
NAME:
DATE:
TIME:
DIRECTION: COUNTING SITE:
SERIAL NUMBER OF QUESTIONNAIRE:
QUESTION num.: 1 2

Figure 6 Head of the questionnaire

- During the execution of the questionnaire traffic survey:

Vehicles will be stopped by members of the Police. For each stopped vehicle in the counting site for the purpose of the questionnaire is one surveyor.

The surveyor will record in questionnaire serial number of the stopped vehicle and interviewed driver.

In the questionnaire will check the category of stopped vehicle. (Table 8):

Table 8 Vehicles categorization during the questionnaire traffic survey on border crossings

Legend		
MGVT	Medium goods vehicle with trailer	
HGV	Heavy goods vehicle	 

Legend		
HGVT	Heavy goods vehicle with trailer	
ST	Articulated vehicle (road tractor with semi-trailer)	

Example: The heavy good vehicle will be stopped, the surveyor will write "X" in questionnaire under HGV:

Table 9 Example of check vehicle category

Vehicle category	
MGVT	~~HGV~~
HGVT	ST

In next step, the surveyor informs the driver of the vehicle about the execution of the questionnaire traffic survey for the purpose of the TRANS TRITIA project. Subsequently, he asks questions (questionnaire is elaborated in more language mutations):

Questions are focused on the origin of the transport (question no. 1), destination of the transport (question no. 2), route of the transport (question no. 3) – in combination with using of map.

Column **„Origin"**. In questioning the origin of the transport – the start of the journey – from where the driver is going, it is necessary to find out from which *country (or region)* the driver is going:

- Origin of the transport – it is the start point, from where the driver departs for transport.
  - In case, that the place is located outside the countries SVK, CZ and PL, surveyor will use the map of Europe, in which are determined codes of the European countries (Figure 4, Table 4) and check this code in questionnaire.
  - In case, that the place is located inside the countries:
    - **SVK** – in the divisions at districts in Žilina region (LAU 1) and at regions in other parts of the Slovakia (NUTS III) - Table 1 a Figure 1
    - **CZ** – in the divisions at districts in Moravian-Silesian region and partly in Olomouc region (LAU 1) and at regions in other parts of the Czech republic (NUTS III) - Figure 2 a Table 2,
    - **PL** – in the divisions at voivodeship (NUTS II) in other parts of Poland + Silesian, Lesser Poland and Opole voivodeship at subregions (NUTS III) - Table 3 a Figure 3,

    the surveyor will use the map of the particular country that will be part of the documentation for the surveyors and check the code to the questionnaire.

In the column **„destination“** the same approach and codes will be used as in the origin column.

For questions origin and destination of transport are used (Chapter 2)

- maps,
- coding key.

Column **„route - according coding key“** – the surveyor will show to the driver map where driver shows him his route (journey) in the interest area and subsequently surveyor according to the nodes on the route record according to the coding key journey and write on the questionnaire (Table 5, Table 6, Table 7 a Figure 5).

For question route of transport are used map and coding key (Chapter 1.2)

Examples of writing on possible transport journeys are in Annex 3 of this document.

Question number 4 is focused on detection of the frequency of the recorded transport. Surveyor will record answer of the driver by checking X in the column in questionnaire.

Example: the driver will answer, that frequency of the transport in non-scheduled: 3-times per year

Table 10 Example of checking frequency of routes for the questionnaire traffic survey on border crossings

Frequency			
Scheduled		Non-scheduled	
daily (5-7 x W)	1-2 times a week (1-2 x W)	1 times a year (1xY)	6-10 times a year (6-10xY)
3-4 times a week (3-4 x W)	Less often (<)	~~2 - 5 times a year (2-5xY)~~	More than 10 times a year (>10xY))

The counting site manager

The counting site manager will be assigned to each border crossing. He will supervise the execution of the traffic survey.

1.5. Staffing of the survey

Necessary number of surveyors is proposed at the basis of the expected traffic flow, which results from the nationals traffic censuses in particular countries (PL, SK, CZ) performed in 2015 and 2016. The organizational side of the questionnaire traffic survey on border crossings execution is solved through a division of competences among all involved in such way, which for each border crossing is assigned counting site manager for each traffic flow direction. Within the counting site manager´s tasks is inspection of temporary traffic sign before survey beginning, communication with policemen and regional managers, supervising the execution of the survey, solution of potential problems and if necessary also executing of traffic survey. The more serious organizational, logistical and operational problems solve relevant regional managers. Personal capacities in terms of the number of persons involved and hierarchy at particular border crossings are shown in Table 11 and Table 12.

Table 11 Number of policemen on the border crossings

Border crossing	Direction	Number of policemen (draft)
I/10-I/35 Makov – Bíla, Bumbálka	SK-CZ	1
	CZ-SK	1
I/11 Svrčinovec – Mosty u Jablunkova	SK-CZ	2
	CZ-SK	2

Border crossing	Direction	Number of policemen (draft)
D3-S1 Skalité – Zwardoń	SK-PL	2
	PL-SK	2
I/59-7 Trstená - Chyzne	SK-PL	1
	PL-SK	1
I/57-41 Bartultovice-Vysoká – Trzebina	CZ-PL	2
	PL-CZ	2
D1-A1 Antošovice/Šilheřovice	CZ-PL	2
	PL-CZ	2
I/48-52 Český Těšín - Czieszyn	CZ-PL	2
	PL-CZ	2

The accessories of each of the surveyors consist of the materials for surveys (questionnaires, maps, language mutations of questionnaires, writing material, instructions), reflective vests and raincoats in case of bad weather. The logistics activities consist in surveyor´s transport to counting site and ensuring of refreshment during survey.

Table 12 Organizational structure on the border crossings

Border Crossing	Direction	Regional managers	Traffic volume (MGVT, HGV, HGVT, ST)	Counting site manager	Surveyors (draft)
I/10-I/35 Makov – Bíla, Bumbálka (NTC SK 2015)	SK-CZ	1	715	1	4
	CZ-SK				4
I/11 Svrčinovec – Mosty u Jablunkova (NTC SK 2015)	SK-CZ		2504	1	10
	CZ-SK			1	10
D3-S1 Skalité – Zwardoń	SK-PL		N/A	1	3
	PL-SK			1	3
I/59-7 Trstená – Chyzne (NTC SK 2015)	SK-PL		686	1	3
	PL-SK				3
I/57-41 Bartultovice-Vysoká – Trzebina (NTC CZ 2016)	CZ-PL	1	452	1	3
	PL-CZ			1	3
D1-A1 Antošovice/Šilheřovice (NTC CZ 2016)	CZ-PL		2651	1	7
	PL-CZ			1	8
I/48-52 Český Těšín – Czieszyn (NTC CZ 2016)	CZ-PL		3170	1	10
	PL-CZ			1	10

1.6. Border crossings SK-CZ, SK-PL

The counting site was selected for each border crossing to the survey execution as much as possible to minimize traffic restrictions and allow surveyors work safely.

Physical inspection of those sites associated with finding the optimum locations for the purpose of stopping and questioning drivers was the first step in the preparation of O-D survey. Specifically survey site needed to be established for both driving directions, with the emphasis on the ensuring sufficient spatial capacity due to the expected traffic volume. Sites also have to comply with the safety requirements of individual interviewers during the survey and the elimination of potentially conflicting traffic situations- thus maintaining road safety and continuous traffic.

1.6.1. Identification of SK-CZ, SK-PL counting sites

Border crossing Makov

Survey sites (Figure 7) were situated on the I. class road I/10 (road of European importance E442) in the km 5 to 5,30. Both sites have been placed on the collector strips and parking areas in the site of the former customs area. This space is suitable for stopping and interviewing drivers without hampering traffic on a given section.

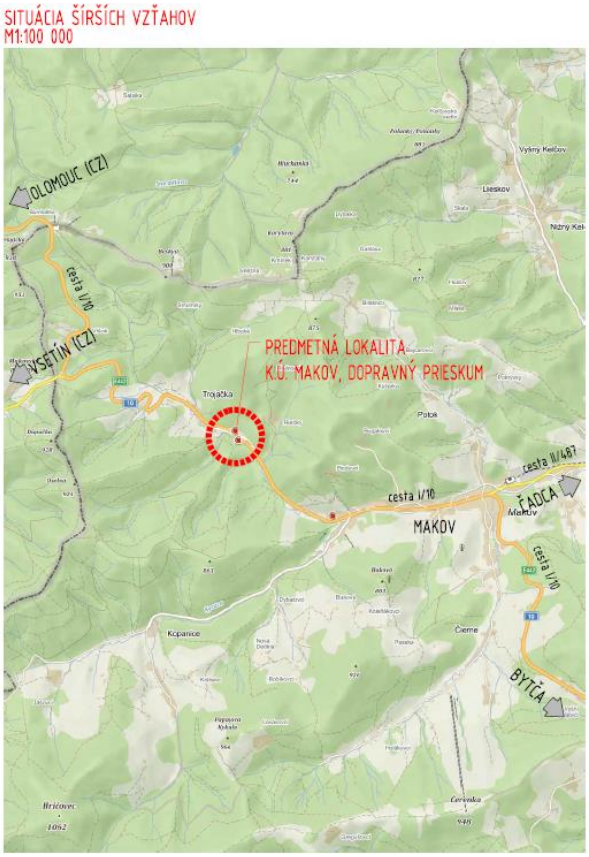


Figure 7 Localization of survey sites - Makov

Border crossing Skalité - Zwardoń

The survey was executed on the motorway section of D3 Svrčinovec – Skalité – border crossing SR/PL. The new D3 motorway section was launched in 2017 in half profile. Motorway section D3 Svrčinovec – border crossing SR/PL is part of the core TEN-T network (Baltic-Adriatic Corridor) and also part of the international connection TEM2. Due to the elevation and direction of the route, the counting points could be only placed on the SK/PL state border (km 59,5) in the direction to Slovakia and on the intersection arm in Svrčinovec in direction to Poland (Figure 8). This space is suitable for stopping and interviewing drivers without hampering traffic on the main road

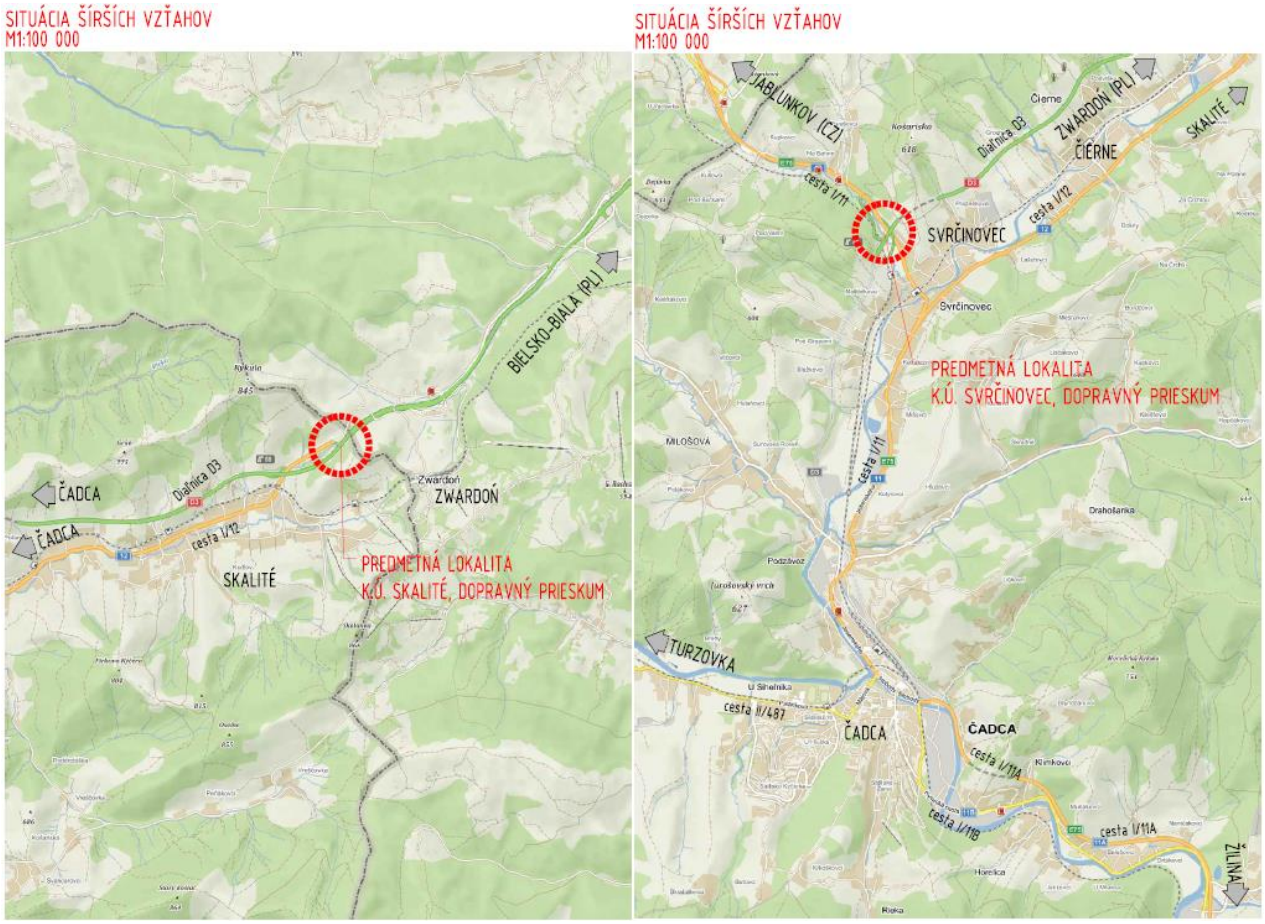


Figure 8 Localization of survey sites – Skalité, Svrčinovec

Border crossing Svrčinovec

Survey sites (Figure 9) were located on the I. class road I/11 (road of European importance E75) in the km 405.6 to 406.3.

Site No.1 (on the way to Slovakia) has been placed on the collector strip in the area of the former customs area. Site No. 2 (on the way to CZ) is located in the area of municipal road directed to the village built. Currently on a given section there is the exclusion of motor vehicles. This space is suitable for stopping and interviewing drivers without hampering traffic on the main road.

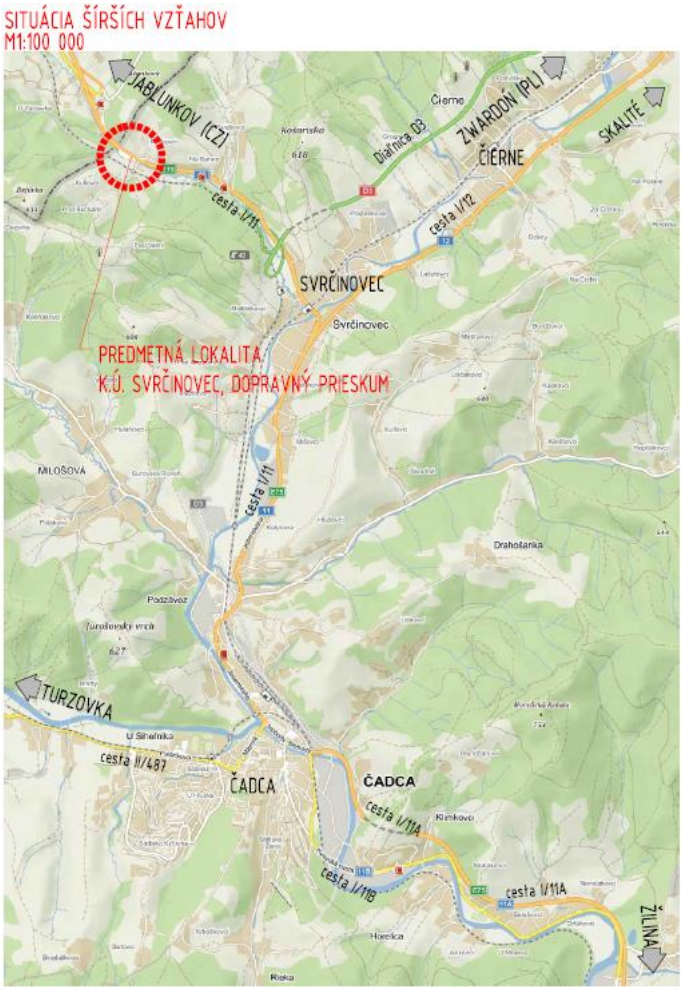


Figure 9 Localization of survey sites – Svrčinovec

Border crossing Trstená

Survey sites (Figure 10) were located at parking areas at the road I/59 (E77 roads of international importance, Comprehensive TEN-T), in the km 111.9 to 112.3. These parking areas are established in both driving directions of present road. Site No. 1 is determined on the way to the Slovakia, site No. 2 is determined on the way to Poland. This space is suitable for interviewing and stopping vehicles, while maintaining both from passable traffic lanes.

Figure 10 Localization of survey sites – Trstená

1.6.2. The authorization process of the questionnaire traffic survey on the border crossings SK-CZ, SK-PL

For survey purposes the selection of suitable survey sites was continuously consulted with all relevant institutions in the permitting process. All participants were familiarized with the course preparation, implementation and purpose of the survey at various workshops and discussions. Proposed location survey sites were presented and need to draft a temporary traffic signs was proposed. Coordination of the different steps during the preparation of the survey and defining the procedure under the approval of the necessary documentation has been subject of workshops.

Permitting process began with the competent administrative road authority (Žilina District Office - Department of Road Transport and Roads) on which the Request for a decision on the specific use of communication was requested.

Determining documents (Annex 5) for road authorities are:

- Statement of the RTI Žilina on the proposal of temporary traffic signs on the survey sites within the border crossings Makov, Svrčinovec, Trstená,
- Statement of the DTI Čadca on the proposal of temporary traffic signs on the survey sites within border crossing Skalité,
- Statement of the SSC – IVSC Žilina to the realization of the traffic survey
- Schemes of temporary traffic signs on each survey site (Annex 4)

Whereas the O-D survey is realized through the stopping of vehicles in traffic and subsequent querying the drivers, this survey was carried out in collaboration with members of the Police Force of the Slovak Republic (according to the relevant department) who also oversaw survey process and the security survey. At the Presidium of the Police Force NDS a formal letter requesting to provide interoperable security traffic survey was sent with aim to speed up the process. Negotiation with the Regional Traffic Inspectorate in case the surveillance within the stopping of vehicles, coordinating the various relevant departments and approval of temporary road signs was started due to the substantive and local competence. Due to the time of the O-D survey and the resulting lack of time to prepare and develop projects of road signs for each survey site, an alternative in the form of drafting schemes temporary traffic signs has been accepted.

UNIZA staff provided the necessary particulars relating to schemes placing temporary traffic signs at each border crossing and sent them for approval to competent traffic inspectorate:

- Regional Traffic Inspectorate in Žilina: border crossing Makov, Svrčinovec, Trstená,
- District Traffic Inspectorate in the Čadca: border crossing Skalité,

In connection with the agreed temporary traffic signs, taking into account the traffic volume and spatial sites possibilities, requirements for the number and location of police officers have been made. Based on such schemes police staff capacities including their rotation at each border crossing points have been allocated.

As part of negotiations with Investment Construction and Road Administration (IVSC) Žilina as an administrator of the road network, method of informing and reconciliations of performance O-D survey was agreed. IVSC Žilina subsequently granted permission to carry out the survey based on an agreed temporary road signs of appropriate traffic inspectorates.

After obtaining all necessary permits, documents (agreed scheme of temporary traffic signs, statement of IVSC Žilina) and payment of administration fee, this documentation was attached to the Application for a decision on the specific use of communication to the relevant Road authorities.

Upon presentation of this request Decision of the specific use of roads pursuant to the § 8 of Act No. 135/1961 Coll. on roads, as amended has been issued.

During negotiations on the Road Administration of ŽSK ensuring all activities related to the implementation of schemes temporary traffic signs at border crossings (Makov, Trstená) was agreed in authorities' competencies. There were activities in the form of the layout of traffic signs and road markings permanent overlap on the day of the survey. In case of border crossings Skalité and Svrčinovec a similar process took place also in negotiations with representatives of the Centre management and maintenance of expressways Čadca. After completion of the O-D survey temporary road signs were again withdrawn from the sites and permanent signs has been renewed. Selection of required traffic signs according to the schemes of temporary traffic signs respected standards raised on the road signs for a specific category of the road.

1.6.3. Execution of the questionnaire traffic survey on the border crossings SK-CZ, SK-PL

Departure of interviewers was ensured collectively from the UNIZA facilities and after their arrival at the site the following activities were carried out through the supervision of the survey sites:

- checking the correct placement of temporary road signs (together with the police officers),
- communication with the police officers about stopping the vehicles,
- familiarization the interviewers with the local circumstances and organizational instructions.

Each survey site was provided with copies of all necessary permits and documents for the purpose of their submission in case of competent authorities' inspection.

ODS was carried out in a form of stopping the vehicles by the police officers on the basis of temporary road sign scheme. The survey sites were situated in such way, that the space for stopping and interviewing the vehicle drivers would have no effect on the vehicle crossing the section. According to the requirements for the recorded sample, the police officers were informed about the composition of stopped vehicles required in terms of the proportional representation of respective vehicle categories upon the results of the national traffic count in 2015. The record frequency from the vehicle category point of view was continuously checked by the supervision of each survey site. The way of stopping the vehicles was solved promptly in the mean of ensuring the continuity and safety of traffic operation as well as the safety of the interviewers at the survey sites.

In case of border crossings with the lower traffic flow (Skalité) nearly all passing vehicles were interviewed in order to obtain the highest recorded sample. At the remaining border crossings (Makov, Svrčinovec, Trstená) the random vehicle selection was performed in accordance with the requirements for the recorded sample. When stopping the vehicles the police officers were taking into account the local traffic volume, spatial capacities of the survey site and safety of the interviewers and other road users. In order to reduce the time necessary to interview the drivers, the interviewer took a note of order number, time and acronym of international vehicle registration code before the stopping the vehicle. After stopping the vehicle the interviewer informed the driver about the ongoing action and asked them to answer the survey questions. Since the survey was voluntary in terms of drivers' participation, there were situations when the driver refused to answer. In such exceptional cases the pre-recorded data were crossed and the order of interviewed drivers was kept. Depending on the intensity of stopped vehicles the survey with a particular driver was realized by one, respectively two interviewers.

The vehicle categorization was taking into account the requirements for entry data for collection of the traffic model and calculation of cost-benefit analysis. In line with this approach the categorization of vehicles was defined as follows:

- Medium goods vehicle with trailer (MGVT),
- Heavy goods vehicle (HGV),
- Heavy goods vehicle with trailer (HGVT),
- Semi-trailer (ST).

The interviewer marked the vehicle category by striking out the respective column in the survey sheet and then he started to ask survey questions. They laid the biggest emphasis on questions concerning the source, route and transport destination.

The transport route was noted down by detecting information about:

- transport route – based on the presented maps, the driver named their route in the monitored area and the interviewer noted down the route in the survey sheet in form of passing node codes,

When analysing the transport interactions the relevant information is the route frequency of the driver, which is primarily divided in terms of its regularity. The detailed variables in relation to recording the transport frequency are shown in Table 13.

Table 13 Survey question – frequency of trips

Frequency			
Scheduled		Non-scheduled	
daily (5-7 x W)	1-2 times a week (1-2 x W)	1 times a year (1xY)	6-10 times a year (6-10xY)
3-4 times a week (3-4 x W)	Less often (<)	2 – 5 times a year (2-5xY)	More than 10 times a year (>10xY))

The interviewer during the asking and completion of the survey sheet was actively using available materials with codes for (passing) sources and destinations as well as the maps with marked nodes. For each hour a separate survey sheet was used. The number of interviewed drivers was affected by these factors:

- traffic volume,
- site capacity,
- the number of interviewers,

The total number of successfully interviewed drivers at each border crossing and for each driving direction is shown in Table 14 together with information about average number of recorded data per interviewer.

Table 14 Number of interviewed drivers on the border crossings SK-CZ, SK-PL

Border Crossing	Makov		Svrčinovec		Skalité		Trstená	
Direction	SK-CZ	CZ-SK	SK-CZ	CZ-SK	SK-PL	PL-SK	SK-PL	PL-SK
Number of records	416	499	666	783	360	234	391	347
Average number of records per 1 interviewer	104	125	67	78	120	78	104	78

1.6.4. Assessment of O-D traffic survey performance SK-CZ, SK-PL

The weather on the survey day (27.09.2018, at the time from 6:00 a.m. to 6:00 p.m.) was cool and stable, partly cloudy, without significant local rainfall, thus it did not affect the direction of the vehicles on this day neither the course nor results of the survey. The temperature varied throughout the survey duration at all border crossings in the range of 8 – 16 °C.

The traffic conditions respond to the traffic volume during usual Thursday, only milder complications afternoon (14:00– 18:00) occurred. In the direction from Czech Republic was higher traffic volumes what was caused probably forthcoming public holiday in CZ (28.9.2019). This fact was most apparent at the border crossing Svrčinovec in direction CZ-SK which caused long congestion of vehicles in Svrčinovec. This may have affected the survey.

The idle time of the drivers at the counting site was limited to the necessarily required time and the longest time within the survey spent the drivers with whom communication was more difficult (Romania and Bulgaria) as well as the drivers with complicated transport route.

However after the quality preparation and training the interviewers were able to quickly adapt to the performance of the survey in practice and tried to shorten the survey and idle time of the vehicle. After providing the necessary information they let go the driver and the interviewer noted down all the necessary information. Depending on the different circumstances, the idle time was from 1 – 3 minutes. Records from the survey on the border crossing are part of Annex 7 in an electronic version.

Figure 11 Performance of the survey in the border crossing SK-CZ Makov – Bila Bumbálka

Figure 12 Performance of the survey in the border crossing SK-PL Svrčinovec-Skalité - Zwardoń

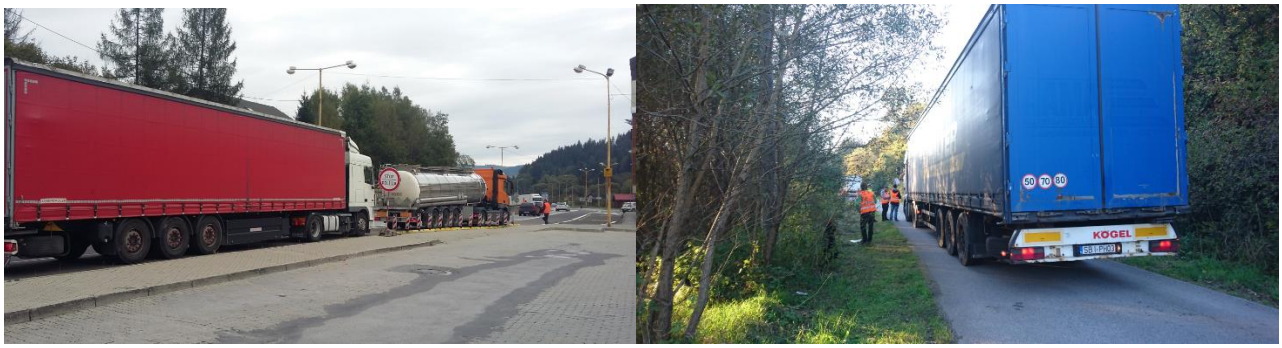


Figure 13 Performance of the survey in the border crossing SK-CZ Svrčinovec – Mosty u Jablunkova

Figure 14 Performance of the survey in the border crossing SK-PL Trstená - Chyzne

1.7. Border crossings CZ-PL

The counting site was selected for each border crossing to the survey execution as much as possible to minimize traffic restrictions and allow surveyors work safely.

Physical inspection of those sites associated with finding the optimum locations for the purpose of stopping and questioning drivers was the first step in the preparation of O-D survey. Specifically survey site needed to be established for both driving directions, with the emphasis on the ensuring sufficient spatial capacity due to the expected traffic volume. Sites also have to comply with the safety requirements of individual interviewers during the survey and the elimination of potentially conflicting traffic situations- thus maintaining road safety and continuous traffic.

1.7.1. Identification of CZ-PL counting sites

Border crossing Vysoká-Bartultovice

The survey sites (Figure 15) were situated on the I/57 class I road, which is one of the main roads in the eastern part of the Czech Republic. It continues abroad at both ends (Poland and Slovakia respectively). It is also often used as a junction of the entrance ramp of the motorway near Olomouc or Fulnek. It is popular by truck drivers because it is not subject to tolls on key sections. The stations were located in the direction of the Czech Republic in the parking area in front of the former customs office, in the opposite direction of Poland in the parking lot.

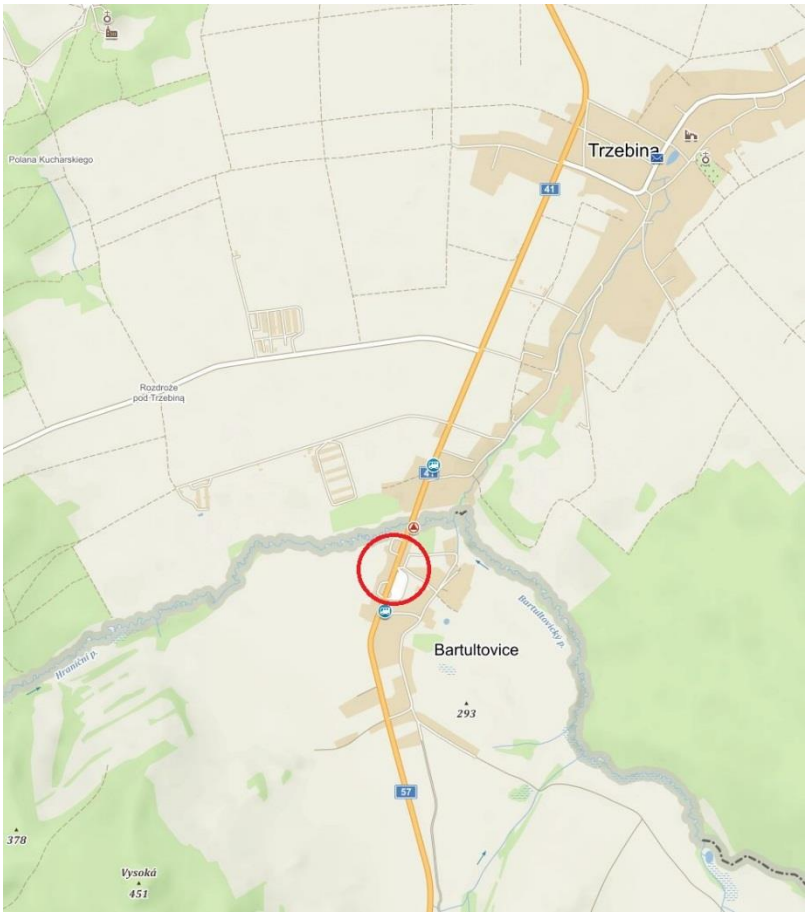


Figure 15 Localization of survey sites – Vysoká-Bartultovice

Border crossing Český Těšín

The survey sites (Figure 16) were located on an I/11 (road of European importance E75), which is one of the backbone roads in the Moravian-Silesian Region and belongs to the global network TEN-T (part comprehensive). Habitats in both directions were situated in the former customs house.

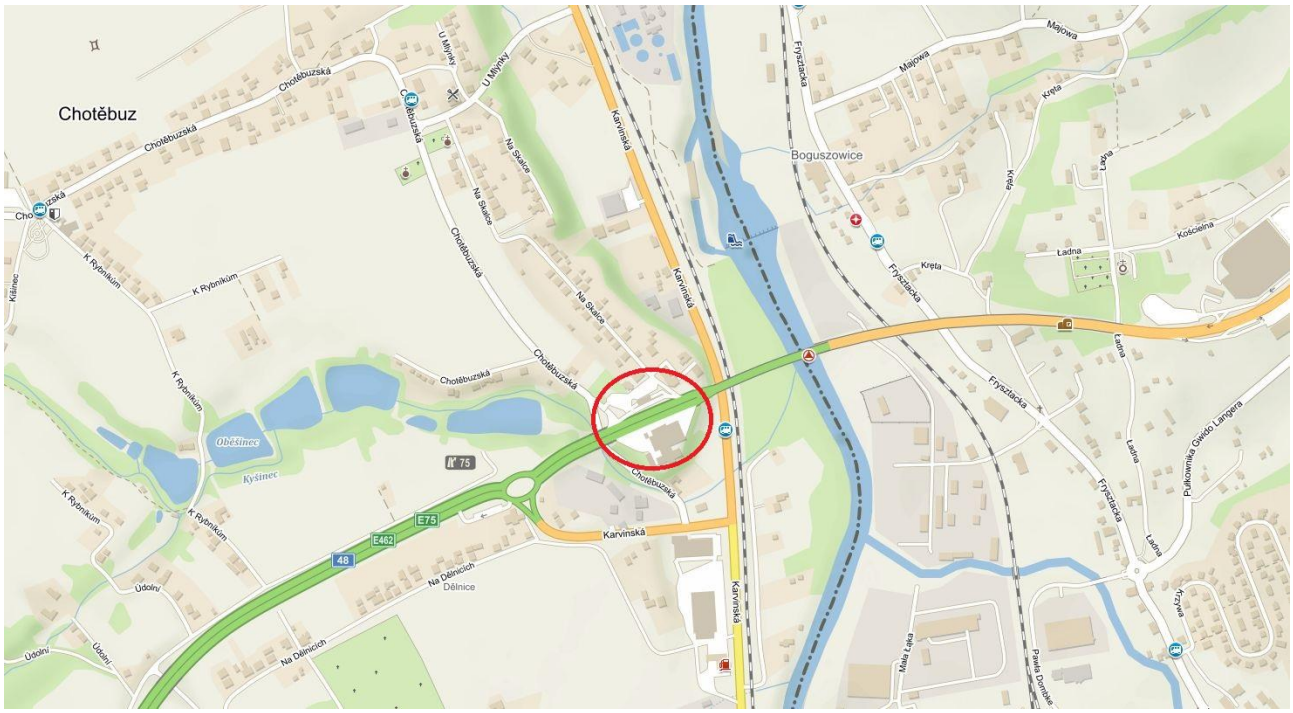


Figure 16 Localization of survey sites – Český Těšín

Border crossing Antošovice/Šilheřovice

The survey was carried out on the section of the D1 motorway, which is part of the TEN-T core network (Baltic-Adriatic Corridor). Approximately 368.5 km in the direction of the Czech Republic (left side of the highway) and Poland (right side). In both directions, the spots were placed in the parking areas of the Antošovice/Šilheřovice highway rest areas (Figure 23), which after consultation with the police, replaced the previously considered parking areas closer to the state border, mainly due to the lack of social facilities for interviewers and police officers.

Figure 17 Localization of survey sites – Český Těšín

Note: In the picture above, a cross marked the considered fourth survey site near the border crossing Bohumín - Chalupki, which was not approved by the police for safety reasons (unsuitable space for stopping vehicles). All other areas were identified as suitable for stopping drivers because they complied with the high demands of the safety of interviewers and at the same time minimized traffic on the concerned roads.

1.7.2. The authorization process of the questionnaire traffic survey on the border crossings CZ-PL

In the authorization process of the survey, all relevant institutions, particularly the police, were participated in the selection of suitable sites for the survey. All stakeholders were acquainted with the preparation of the event at two workshops and presentations. The coordination of the survey preparation took place there and it presented the suitable locations, the course of the whole event, but also temporary traffic signs to maintain traffic safety.

The meetings mentioned above led to obligations that had to be fulfilled to carry out the survey. It was mainly about obtaining all necessary permits (especially special use of the road). It was recommended that this process should take place on two lines (national - motorway and regional – I. class road). Firstly, police cooperation was arranged and confirmed for the entire duration of the event.

Overview of permits for special use of road (Annex 6)

- state level - issued by the Ministry of Transport, Department of Roads on the basis of:
    1) approval of the Ministry of the Interior, Security Policy Department
    2) approval of the Czech road administrator, Morava Motorway Administration
    3) determination of temporary arrangements for traffic
- regional level - issued by the Regional Authority, Department of Transport on the basis of:

1) opinion of the Police of the Czech Republic - Regional Directorate of the Moravian-Silesian Region
2) statements from the Czech road administrator, Ostrava Administration

It was also necessary to obtain additional consents from the owners of the land where the vehicles were stopped unless they were not the property of previously informed organizations. This situation occurred in Bartultovice (in the direction of the Czech Republic on the site of Vysoká) and in Český Těšín (in the direction of the Czech Republic on the site of the Customs Office for the Moravian-Silesian Region).

Temporary traffic sign projects were also prepared individually for each location after consultation with the police. For the highway, the scheme of signs from the Czech road administrator manual marked DK 245 was used at the request of involved parties. On the multi-lane roads in Bartultovice (direction to the Czech Republic) and Český Těšín (direction to Poland), according to the draft, vehicles were led into only one lane, possibly even in combination with speed limits. In other places, the traffic was controlled by police officers without the installation of traffic signs.

All the necessary permits were granted and issued after payment of administrative fees and compliance with the terms and conditions of the relevant authorities (for example, training of the survey manager for the work carried out in the highway protection zone).

1.7.3. Execution of the questionnaire traffic survey on the border crossings CZ-PL

The survey itself began by training, which took place in the company Transport Designing Ltd., where all interviewers tried active work with the map and were acquainted with the coding of nodal points, but also with the course of the whole event, material equipment, recorded data and especially observing safety during movement on roads or nearby (obligation to wear a reflective vest). The purpose of the training was to speed up the work in practice and shorten the questioning.

The concurrence of the survey with other major cultural and sporting events held in the Moravian-Silesian Region led to the bigger involvement of police patrols. Therefore, due to the lower number of available police officers, it was decided that our event would be held for several days. Each direction had its deadline (3 border crossings x 2 stations = 6 days in total). Furthermore, it was arranged that the survey will be divided into two blocks of approximately 4 to 4.5 hours with a lunch break (format following the services of the attending police officers).

The number and location of police officers, as well as interviewers, were determined by the expected volume of traffic, the spatial possibilities of the selected sites and any other specific circumstances. The stations had been located safely, therefore stopping of vehicles and driver´s interviews did not adversely affect the overall traffic situation. From this point of view, Český Těšín was evaluated as a potential risky locality.

Copies of all necessary permits and documents were always provided to each location in order to presentation in case of the inspection by the competent authorities.

The interviewers' departure to the respective place was always ensured collectively from Transport designing Ltd. Following their arrival at a specific site, the following activities were performed prior to the start of the survey:

- checking the correct placement of temporary traffic signs distributed by the Moravian-Silesian Region Road Administration and Maintenance or Ostrava Highway Management and Maintenance Centre
- communication with police officers regarding the overall course of the event and requirements on the composition of stopped cars (only trucks - MGVT, HGV, HGVT, ST)

- acquainting interviewers with local specifics and circumstances, handing over the latest organizational instructions.

The vehicle will be diverted from the road to the selected parking area and stopped by the police. Then the driver is approached by the interviewer who briefly informs him about the ongoing action and fills in the relevant form. As the survey was voluntary in terms of participation, there were situations when the respondent refused to answer (only in few cases). Almost all vehicles of the monitored categories passed through the survey in order to obtain the maximum recorded sample (the assumption was 3000 - 3500). The main focus was on the source, route and destination questions. Based on the presented maps, the driver named their route in the monitored area and the interviewer noted down the route in the survey sheet in the form of node codes.

The information about the frequency of the route was also very important. One questionnaire lasted approximately 1-3 minutes (depending mainly on the complex transport route and the language barrier - mainly the Balkan states + Hungary, Turkey). After responding to all relevant questions, the driver goes back to the road and continues driving. The course of the whole event was visually monitored by the manager of the corresponding place, who acted as a coordinator and dealt with the caused problems.

At the end of the survey, temporary road signs were always removed and original permanent signs restored.

The total number of samples of individual stations is given in Table 15 for each border crossing point and both directions of travel.

Table 15 Number of interviewed drivers on the border crossings CZ-PL

Border Crossing	Vysoká-Bartultovice		Český Těšín		Antošovice/Šilheřovice	
Direction	CZ-PL	PL-CZ	CZ-PL	PL-CZ	CZ-PL	PL-CZ
Number of records	188	171	781	660	1218	1396
Average number of records per 1 interviewer	47	43	98	73	135	140

Note: The total number of obtained samples is naturally higher than the actual number of handed over samples. For example due to illegibility (rain blurring), inoperability (road closure disruption) or failing in case of reconstruction of the obtained route.

1.7.4. Assessment of O-D traffic survey performance CZ-PL

The main interest was to conduct a survey before the summer holidays, preferably during days in the middle of the working week (Tuesday, Wednesday or Thursday), therefore the results are not distorted. Furthermore, it was necessary to ensure that it did not take place on a bank holiday in the neighbouring countries (mainly Poland and Slovakia) or during the closure period, which would affect the usual volume of traffic. All these circumstances could significantly distort the results of the event.

Border crossing Vysoká-Bartultovice

The main interest was to conduct a survey before the summer holidays, preferably during days in the middle of the working week (Tuesday, Wednesday or Thursday), therefore the results are not distorted. Furthermore, it was necessary to ensure that it did not take place on a bank holiday in the neighbouring countries (mainly Poland and Slovakia) or during the closure period, which would affect the usual volume of traffic. All these circumstances could significantly distort the results of the event.

Border crossing Český Těšín

The survey was conducted for the direction of Poland on the 30th of May (Thursday), on that day it was 14 C, cloudy, afternoon rain. For the second driving direction, it took place on the 13th of June (Thursday). The weather was quite hot 31°C, clear skies and sunny all day long. On the first day, the number of stopped

trucks was a little higher, therefore the nearby roundabout was sometimes blocked. In the second part of the day, it was minimal effect on the fluency of operation, but the weather conditions were very difficult for counters. Since almost all vehicles of the monitored categories had been stopped, we can assume that the obtained sample is not biased.

Border crossing Antošovice/Šilheřovice

The survey was conducted for the direction to Poland on the 17th of June (Monday), on this day it was 25 C, partly cloudy to cloudy. For the second driving direction, it took place a day later, on the 18th of June (Tuesday), it was 26°C and cloudy, the weather was quite stable for both days. The number of stopped vehicles during the first day was slightly lower in the morning, but in the afternoon everything got back to normal. The effect on traffic flow was thus minimal. On the second day, the number of completed questionnaires was slightly higher and in peak hours it was several kilometres of columns reaching in some places to the Polish border. In the view of the fact that we managed to stop almost all vehicles of the monitored categories, we can assert that the obtained sample is high quality.

Slight complications were caused by the limitation of the highway due to repairs of its undulating surface. This issue made impossible to use two ramps nr. 361 and 366 in the direction of Brno. As a result, some of the cars headed from the northern part of Ostrava and originally planned to drive in the direction of Brno, had to drive into a motorway in the opposite side and use the exit number 370, which was located between our census stations and the aforementioned restriction. Thus, on the first day of the survey, there were situations, when trucks headed to Brno were stopped in the direction of Poland. Furthermore, the next day the vehicles that had Ostrava as their starting point were stopped as well. There was no transport across the Czech-Polish border at all. These data were adjusted during the final inspection and reconstruction of routes.

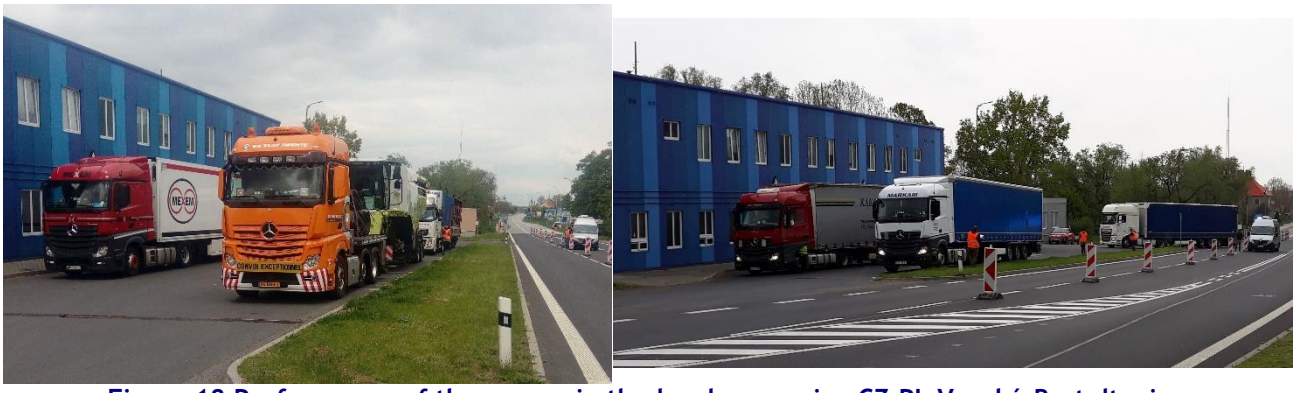


Figure 18 Performance of the survey in the border crossing CZ-PL Vysoká-Bartultovice

Figure 19 Performance of the survey in the border crossing CZ-PL Český Těšín

Figure 20 Performance of the survey in the border crossing CZ-PL Antošovice/Šilheřovice

2. Profile traffic survey

It was necessary to ensure informedness of the relevant public bodies for the proper course of the profile traffic survey. Within the permitting process contiguous with the execution of the profile traffic survey by automatic traffic counters (ATC) it was necessary to request the administrators of the relevant roads with possibility to mount ATC to the post of the vertical road signs during the survey:

- Slovak Road Administration (Slovenská správa ciest SK).
- Czech Road Administrator (Ředitelství silníc a dálnic ČR)
- PL – General Directorate for National Roads and Motorways (Generalna Dyrekcja Dróg krajowycch I autostrada PL)

Permanent counter data provides a statistical sample of traffic intensity calculation available during the year, so the resulting average values reflect the dynamic evolution of intensity during the year. The requested data for the entire available last year of operation of the installation were requested from operators of permanent devices, it was year 2018 in this case. Measurements were carried out on road sections where there were no permanent automatic traffic counters, there were used mobile automatic traffic counters. The profile traffic survey was executed continuously on the identified counting sites by ATC during 7 consecutive calendar day and 24 hours per day in terms:

- Czech Republic – survey period during
    - the year 2020 - February
- Poland - survey period during
    - the year 2019 - October, November
- Slovakia – survey period during
    - the year 2018 - October.
    - the year 2019 - June

Result of profile intensity measurements is an annual average of daily traffic (AADT) in the vehicle categorization: passenger vehicles (PC), light commercial vehicle (LCV), Medium goods vehicle (MGV), heavy goods vehicle (HGV), articulated vehicle (ST).

The purpose of the profile traffic surveys was to obtain an up-to-date data database, on the basis of which it would be possible to verify the currently valid traffic load on the identified road network from a survey

traffic survey at border crossings. The information obtained in this way can be further used in the calibration and refinement of the TRANS TRITIA transport model.

2.1. Technical support of the profile traffic survey

Used ATC equipment SIERZEGA SR4 allows by microwave technology continue records vehicles crosses through selected profile of the road in dependence of the setting the traffic in the single direction or both direction.

Every crossing of the vehicle is recorded by equipment and contains next data::

- Date and time of the crossing of the vehicle
- Length of the vehicle in decimetre (dm)
- Current speed of the vehicle
- The time lapse from previous vehicle in seconds (s)
- Direction of the vehicle trip: plus (+) direction to ATC
  minus (-) direction from ATC

Downloading of the recorded data from memory of the ATC (memory till 400 000 records) are performed by data transmission through Bluetooth interface.

Downloaded data in form of text file is possible to export and further process in MS Excel and evaluate them in required formal tables and graphs. Power supply of the equipment is through batteries with voltage 6V.

In first step was necessary to select suitable places for mounting ATC. In the selection of the place for mounting ATC were condition the existence maximum two road lanes, and after the mounting in the direction of the ray from the equipment were not any fixed obstacles.

ATC was through separate mechanism manual and non-invasive attach to the skeleton (post) of the vertical road signs near the road in the height minimum 1 meter above the level of road. The equipment was alinement in the recommended angle (approximately 30o) on the road, so that was possible to record all necessary data.

In the case of survey for both direction in the profile by ATC may occur during the recording to overlapping gap between vehicles, as a result may be in minus direction recorded longer vehicles to the prejudice of short vehicles. It’s a declared mistake of the measuring of the ATC. The impact on the total profile traffic volume during the several days should be negligible.

The outputs from the ATC are possible to be considered as relevant for next processing and evaluating of the obtained records.

The ATC have been put into operation by connecting the battery and loading the input settings to the system of the equipment.

Before the survey start, was performed calibration of the equipment through verification:

- accuracy of the recording the direction and number of vehicles,
- correctness of the recording the vehicle category.

Figure 21 Automatic traffic counter Sierzega SR4 and installation example

2.2. Identification of the counting sites for the profile survey - Czech Republic

Execution of profile traffic survey (PTS) on selected sections of the road network in the Moravian-Silesian region is necessary in order to obtain the necessary traffic intensity data for later calibration of the traffic model of the TRITIA road network.

Identification of possible counting profiles before the execution of PTS based on survey outputs at SK-PL, SK-CZ, CZ-PL border crossing surveys. The counting sections that are most often in coded routes according to the completed questionnaires, they point to the location of potential sites of the profile traffic survey.

Table 16 Location of the counting points for the profile survey – Moravian-Silesian region

Location of the measuring devices							
Counting section						Traffic volume	ID counting site
Country	Code	Start of section	Country	Code	End of section	[veh./survey]	
CZ	C 21	Bohumín	CZ	C 20	Ostrava	2592	CZ-P-1, CZ-P-38, CZ-P-39
CZ	C 15	Třinec	Slovakia	S 6	Čadca	2163	CZ-P-2, CZ-P-42
CZ	C 16	Český Těšín	CZ	C 15	Třinec	1626	CZ-P-3
CZ	C 20	Ostrava	CZ	C 24	Hladké Životice	1387	CZ-P-4, CZ-P-34, CZ-P-35
CZ	C 24	Hladké Životice	CZ	C 29	Olomouc	1281	CZ-P-5
CZ	C 20	Ostrava	CZ	C 17	Frýdek-Místek	760	CZ-P-6
CZ	C 16	Český Těšín	CZ	C 17	Frýdek-Místek	363	CZ-P-7, CZ-P-18
CZ	C 26	Krnov	PL	P 37	Prudnik	352	CZ-P-8
CZ	C 17	Frýdek-Místek	CZ	C 15	Třinec	346	CZ-P-7, CZ-P-25
CZ	C 34	Rožnov pod Radhoštem	SK	S 5	Makov	291	CZ-P-9, CZ-P-34
CZ	C 33	Valašské Meziříčí	CZ	C 34	Rožnov pod Radhoštem	278	Section out of MSK
CZ	C 22	Příbor	CZ	C 17	Frýdek-Místek	255	CZ-P-10
CZ	C 27	Bruntál	CZ	C 26	Krnov	232	CZ-P-11
CZ	C 23	Nový Jičín	CZ	C 22	Příbor	206	CZ-P-12
CZ	C 20	Ostrava	CZ	C 18	Havířov	164	CZ-P-13
CZ	C 25	Opava	CZ	C 20	Ostrava	161	CZ-P-14, CZ-P-45
CZ	C 29	Olomouc	CZ	C 27	Bruntál	156	CZ-P-15
CZ	C 25	Opava	CZ	C 26	Krnov	138	CZ-P-16, CZ-P-41

Location of the measuring devices							
Counting section						Traffic volume	ID counting site
Country	Code	Start of section	Country	Code	End of section	[veh./survey]	
CZ	C 19	Karviná	CZ	C 21	Bohumín	131	CZ-P-17
CZ	C 15	Třinec	CZ	C 18	Havířov	128	CZ-P-18, CZ-P-24
CZ	C 29	Olomouc	CZ	C 33	Valašské Meziříčí	126	Section out of MSK
CZ	C 23	Nový Jičín	CZ	C 24	Hladké Životice	118	CZ-P-19
CZ	C 29	Olomouc	CZ	C 23	Nový Jičín	116	CZ-P-20
CZ	C 23	Nový Jičín	CZ	C 33	Valašské Meziříčí	100	CZ-P-21

After identifying the busiest sections based on questionnaire traffic survey at border crossings, the sections were divided based on the location of permanent counters in order to optimize profile measurements using mobile devices. It is not necessary to carry out measurements with mobile devices in areas where data from permanent devices is available.

The main transit routes within the Moravian-Silesian region were identified from a questionnaire survey carried out at border crossings. The traffic engineering estimate was used to spread the PTS counting sites for later use in the calibration of the transport model. The sections were divided based on the location of permanent counters in order to optimize profile measurements using mobile devices Sierzega SR4.

Traffic survey on the border crossings demonstrated use of main transit routes in Moravian-Silesian region:

- North-South connection:
  - D1 border crossing Bohumín – Gorzycki Laziska – Ostrava – Olomouc
  - D1, R56, E462, I/68, I/11 – border crossing Bohumín – Gorzycki Laziska – Ostrava – Frýdek-Mýstek – Třinec – border crossing Svrčinovec – Mosty u Jablůnkova
  - I/57, I/45 - – border crossing Bartulovice-Vysoká – Trzebina – Krnov – Bruntál
- North-East connection:
  - I/57, I/35 – border crossing Bartulovice-Vysoká – Trzebina – Krnov – Opava – Fulnek – Nový Jičín – Valašské Meziříčí – border crossing Makov – Bílá Bumbálka
- West-East connection:
  - E462 – Nový Jičín – Frýdek-Mýstek – Český Těšín
  - I/11 – Bruntál – Opava – Ostrava – Český Těšín

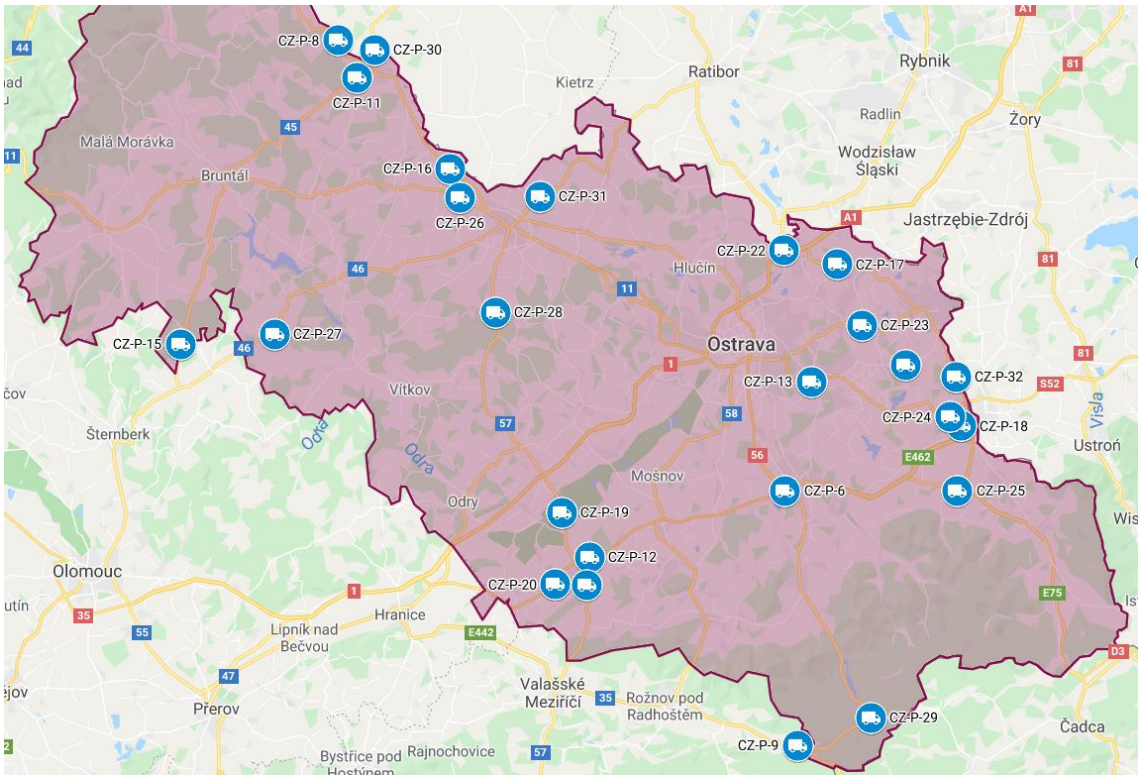


Figure 22 Counting sites for the profile traffic surveys - Moravian-Silesian region

The counting sites for profile traffic survey in Moravian-Silesian region are presented in Figure 22 and the list is in Table 17.

Table 17 List of counting sites for mobile ATC – Moravian-Silesian region

ID	Locality	Measuring device	Road	GPS	Date of the survey
CZ-P-6	Frýdek-Místek	mobile ATC	D56	49.67417, 18.33001	5.2.-11.2.2020
CZ-P-8	Krásne Loučky	mobile ATC	I/57	50.12237, 17.63902	13.2.-19.2.2020
CZ-P-9	Podlízaná	mobile ATC	I/35	49.41928, 18.34997	5.2.-11.2.2020
CZ-P-11	Krnov JZ	mobile ATC	I/45	50.08474, 17.66827	13.2.-19.2.2020
CZ-P-12	Nový Jičín	mobile ATC	I/48	49.60759, 18.02741	5.2.-11.2.2020
CZ-P-13	Šenov	mobile ATC	I/11	49.78288, 18.37001	5.2.-11.2.2020
CZ-P-15	Dětřichov nad Bystřicí	mobile ATC	I/45	49.82082, 17.39468	13.2.-19.2.2020
CZ-P-16	Holasovice	mobile ATC	I/57	49.99515, 17.81138	13.2.-19.2.2020
CZ-P-17	Dolní Lutyně	mobile ATC	I/67	49.89993, 18.40986	5.2.-11.2.2020
CZ-P-18	Český Těšín	mobile ATC	R48	49.73922, 18.60196	5.2.-11.2.2020
CZ-P-19	Kunín	mobile ATC	I/57	49.65219, 17.9847	5.2.-11.2.2020
CZ-P-20	Starý Jičín	mobile ATC	R48	49.58073, 17.97458	5.2.-11.2.2020
CZ-P-21	Nový Jičín	mobile ATC	I/57	49.57956, 18.02301	5.2.-11.2.2020
CZ-P-22	Bohumín	mobile ATC	I/67	49.91362, 18.32811	5.2.-11.2.2020
CZ-P-23	Důl Lazy	mobile ATC	I/59	49.83926, 18.44837	5.2.-11.2.2020
CZ-P-24	Český Těšín	mobile ATC	I/11	49.74776, 18.58431	5.2.-11.2.2020
CZ-P-25	Ropice	mobile ATC	I/68	49.67438, 18.5963	5.2.-11.2.2020
CZ-P-26	Vlaštovičky	mobile ATC	I/11	49.96607, 17.82705	13.2.-19.2.2020
CZ-P-27	Dvorce	mobile ATC	I/46	49.83032, 17.54093	13.2.-19.2.2020

ID	Locality	Measuring device	Road	GPS	Date of the survey
CZ-P-28	Hradec n. M.	mobile ATC	I/57	49.85193, 17.88183	13.2.-19.2.2020
CZ-P-29	Bílá	mobile ATC	I/56	49.44696, 18.46248	5.2.-11.2.2020
CZ-P-30	Krnov S	mobile ATC	I/45	50.11297, 17.69522	13.2.-19.2.2020
CZ-P-31	Pusté Jakartice	mobile ATC	I/46	49.96744, 17.95071	13.2.-19.2.2020
CZ-P-32	Č. Těšín S	mobile ATC	I/67	49.78811, 18.59425	5.2.-11.2.2020
CZ-P-33	Horní Suchá	mobile ATC	II/475	49.79944, 18.51661	5.2.-11.2.2020

The purpose of the profile traffic surveys (PTS) was to find out the actual traffic load and categorization of vehicles on the main roads within the Moravian-Silesian region, where the questionnaire traffic survey was also carried out at the border crossings. The result of the profile traffic surveys are values of weekly average daily traffic and annual average daily traffic.

According to TP 102 (Calculation of Road Capacity) it is recommended to carry out short-term surveys of traffic intensities except the winter months, when traffic on roads is mostly lower. In justified cases, they can be executed throughout the whole year. In this case the profile survey during February is caused by the course and terms in the project TRANS TRITIA. The necessary missing equipment was procured during January so only possibility for obtaining data was February terms because of activity deadlines.

The PTS procedure was performed continuously for 24 hours, for seven consecutive days. The ATC was installed and uninstalled well in advance (or after the traffic survey).

WADT values are obtained directly from the processed outputs of the seven-day surveys. AADT values should be calculated on the basis of the technical regulation “TP189 Determination of transport intensity on the roads”. The calculation shall be carried out by multiplying the TPDI value by the coefficient of annual variation in traffic intensity corresponding to the month of the traffic survey.

PTS was realized by automatic traffic counters (ATC) SIERZEGA SR4 which on the base of the microwave technology can record the records of vehicles in both driving directions.

Transfer of accumulated data from traffic counter memory or using data transfer via Bluetooth wireless technology. The obtained data were exported and further processed in MS Excel into the form defined in the report D.T 3.1.1 Methodology of traffic survey.

The realization of the traffic survey had no impact on the safety and fluency of road traffic.

Counting profiles were located in places where there were no sudden changes in traffic intensity. Likewise, there were no events during the survey that could significantly affect the measured values. The values recorded for vehicle intensities on this section should be appropriate to the month of the year concerned.

Table 18 Photo documentation of the profile traffic survey – Moravian-Silesian region

ID	Counting site name	Photo documentation
CZ-P-6	D56 Frýdek-Místek	
CZ-P-8	I/57 Krásne Loučky	
CZ-P-9	I/35 Podlízaná	

ID	Counting site name	Photo documentation
CZ-P-11	I/45 Krnov JZ	
CZ-P-12	I/48 Nový Jičín	 
CZ-P-13	I/11 Šenov	 

ID	Counting site name	Photo documentation
CZ-P-15	I/45 Dětřichov nad Bystřicí	
CZ-P-16	I/57 Holasovice	 
CZ-P-17	I/67 Dolní Lutyně	 

ID	Counting site name	Photo documentation
CZ-P-18	R48 Český Těšín	
CZ-P-19	I/57 Kunín	
CZ-P-20	R48 Starý Jičín	

ID	Counting site name	Photo documentation
CZ-P-21	I/57 Nový Jičín	 
CZ-P-22	I/67 Bohumín	
CZ-P-23	I/59 Důl Lazy	 

ID	Counting site name	Photo documentation
CZ-P-24	I/11 Český Těšín	
CZ-P-25	I/68 Ropice	 
CZ-P-26	I/11 Vlaštovičky	

ID	Counting site name	Photo documentation
CZ-P-27	I/46 Dvorce	
CZ-P-28	I/57 Hradec n. M.	
CZ-P-29	I/56 Bílá	

ID	Counting site name	Photo documentation
CZ-P-30	I/45 Krnov S	
CZ-P-31	I/46 Pusté Jakartice	
CZ-P-32	I/67 Č. Těšín S	

ID	Counting site name	Photo documentation
CZ-P-33	II/475 Horní Suchá	

On the described transit routes in Moravian-Silesian region were also sections with permanent automatic counters, which are built-in pavement. These data were requested from relevant road administrator (ŘSD ČR – Ředitelsví silnic a dálnic ČR) for the purpose of the project TRANS TRITIA to obtain current data about traffic volume on the selected section and then were processed to the required form. The permanent traffic counters in Moravian-Silesian region are on the intersection sections of motorways D1, D48, expressway R48 and I. class roads I/11, I/35, I/56 and I/58.

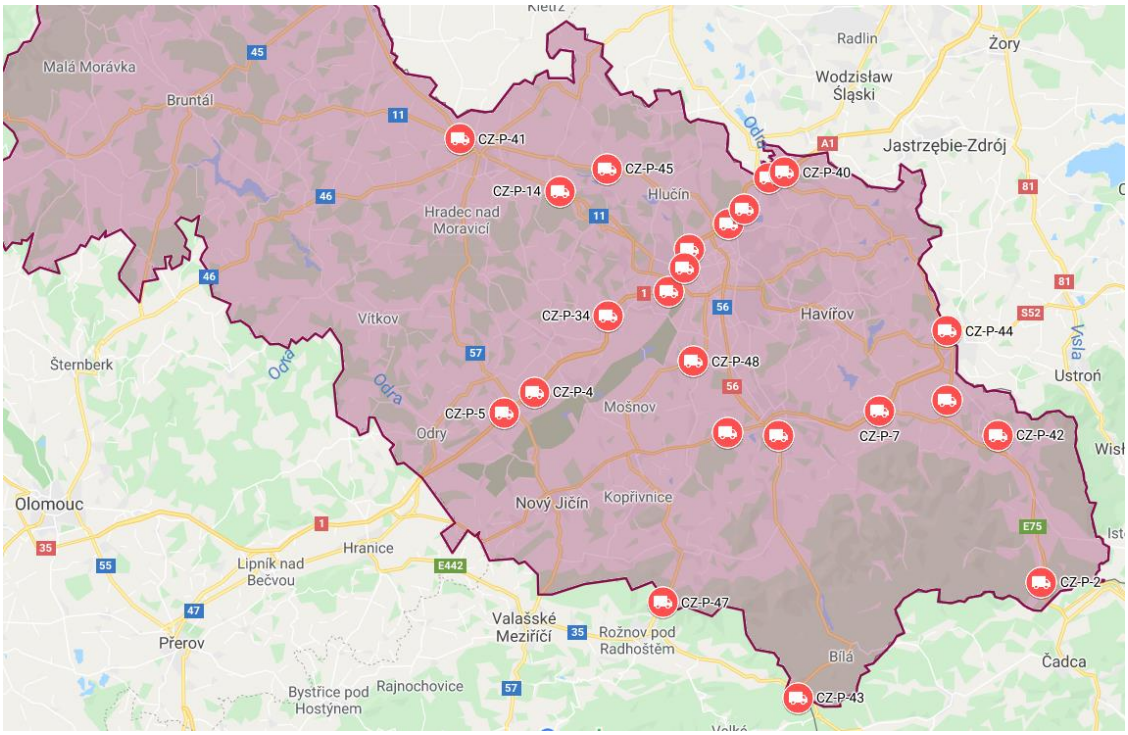


Figure 23 Placement of permanent traffic counters in Moravian-Silesian region

Counting sites of permanent traffic counters for the profile traffic survey in Moravian-Silesian region, are presented in Figure 23 and its list with number of measured days is in Table 19.

Table 19 List of permanent counting sites – Moravian-Silesian region

ID	Section	Road	GPS	Number of measured days (2018)
CZ-P-1	Ostrava, Prívoz - Ostrava, Starý Bohumín	D1	49.86805, 18.28075	363
CZ-P-2	Jablunkov – border crossing CZ/SR	I/11	49.51616, 18.75635	351
CZ-P-3	Nebory - Ropice	I/11	49.6955058, 18.6128053	344
CZ-P-4	Butovice - Hl.Životice	D1	49.7031947, 17.9866489	352
CZ-P-5	Mankovice - Hladké Životice	D1	49.68274, 17.94014	351
CZ-P-7	Dobrá - Horní Tošanovice	D48	49.68468, 18.51076	356
CZ-P-10	Richaltice - Frýdek-Místek	D48	49.66355, 18.27981	203
CZ-P-14	Opava - Ostrava	I/11	49.90014, 18.02485	364
CZ-P-34	Bravantice - Václavovice	D1	49.77791, 18.09794	361
CZ-P-35	Václavovice - street Rudná I/11	D1	49.80201, 18.19089	359
CZ-P-36	street Rudná I/11 - intersection II/470	D1	49.82449, 18.21405	362
CZ-P-37	intersection II/470 - intersection I/56	D1	49.84305, 18.22159	362
CZ-P-38	Vrbice - Starý Bohumín	D1	49.88259, 18.30492	358
CZ-P-39	Starý Bohumín - intersection I/67	D1	49.91261, 18.34265	363
CZ-P-40	intersection I/67 – border crossing CZ/PL	D1	49.91838, 18.36605	364
CZ-P-41	Opava - intersection I/11-I/57	I/11	49.95117, 17.87286	289
CZ-P-42	Bystřice - Třinec	I/11	49.66062, 18.68992	274
CZ-P-43	intersection I/56-I/35 – border crossing CZ/SR	I/35	49.40224, 18.38608	360
CZ-P-44	Č. Těšín – border crossing CZ/PL	R48	49.76305, 18.61222	355
CZ-P-45	Opava - Ostrava	I/56	49.92194, 18.09611	305
CZ-P-46	Frýdek-Místek - Frýdlant nad Ostravicí	I/56	49.66027, 18.35666	364
CZ-P-47	Buzkovice - Chumchálky	I/58	49.49671, 18.18161	345
CZ-P-48	Ostrava - Příbor	I/58	49.7332444, 18.2271467	349

Execution of profile traffic surveys on selected road infrastructure sections in the Moravian-Silesian region, an extensive data source database was obtained, which will be processed and evaluated in the framework of the partial report D.T3.1.3. The outputs of the profile traffic survey will provide a picture of the intensities and structure of the traffic flow on the main transit routes in the Moravian-Silesian region and will be used to calibrate the transport model of the TRITIA area.

2.3. Identification of the counting sites for the profile survey - Poland

Execution of profile traffic survey (PTS) on selected sections of the road network in the Silesia and Opole Voivodeships is necessary in order to obtain the necessary traffic intensity data for later calibration of the traffic model of the TRITIA road network. Identification of possible counting profiles before the execution of PTS based on survey outputs at SK-PL, CZ-PL border crossing surveys. The counting sections that are most often in coded routes according to the completed questionnaires, they point to the location of potential sites of the profile traffic survey. For the selection of counting sites it was assumed:

- Identification of the counting sites according to the major transport relations from the questionnaire traffic surveys on the border crossings.
- Identification of the permanent traffic counter on the infrastructure (elimination of the counting sites, where is not necessary to place ATC – automatic traffic counter).

The list of locations of the counting sites for the profile survey is provided in the table below.

Table 20 Location of the counting points for the profile survey – Silesia and Opole Voivodeship

Location of the measuring devices							
Counting section						Traffic volume	ID counting site
Country	Code	Start of section	Country	Code	End of section	[veh./survey]	
PL	P 18	Skoczow	CZ	C 16	Český Těšín	1999	
PL	P 27	Gliwice	CZ	C 21	Bohumín	1540	PL-P-11
PL	P 29	Siewierz	PL	P 31	Czestochowa	1091	PL-P-10
PL	P 18	Skoczow	PL	P 17	Bielsko-Biala	1051	PL-P-9
PL	P 17	Bielsko-Biala	PL	P 24	Tychy	914	PL-P-8
PL	P 18	Skoczow	PL	P 33	Žory	849	PL-P-7
PL	P 27	Gliwice	PL	P 33	Žory	543	
PL	P 24	Tychy	PL	P 25	Myslovicze	538	PL-P-6
PL	P 26	Katovice	PL	P 27	Gliwice	521	PL-P-5, PL-P-20
PL	P 25	Myslovicze	PL	P 28	Dabrowa Górnicza	494	
PL	P 27	Gliwice	PL	P 43	A4 - 46	460	PL-P-3
PL	P 28	Dabrowa Górnicza	PL	P 29	Siewierz	446	PL-P-18
PL	P 41	Krakov	PL	P 20	Rabka-Zdroj	427	
PL	P 29	Siewierz	PL	P 27	Gliwice	425	
PL	P 27	Gliwice	PL	P 30	Tarnowskie Góry	310	PL-P-17
PL	P 37	Prudnik	PL	P 38	Nysa	289	PL-P-2
PL	P 48	Mikolów	PL	P 33	Žory	256	
PL	P 19	Żywiec	PL	P 17	Bielsko-Biala	242	
PL	P 34	Racibórz	CZ	C 21	Bohumín	229	
PL	P 25	Myslovicze	PL	P 26	Katovice	226	
PL	P 25	Myslovicze	PL	P 41	Krakov	223	
PL	P 29	Siewierz	PL	P 30	Tarnowskie Góry	218	
PL	P 33	Žory	CZ	C 21	Bohumín	198	PL-P-15
PL	P 29	Siewierz	PL	P 26	Katovice	182	PL-P-4
PL	P 35	Reńska Wieś	PL	P 34	Racibórz	161	PL-P-1
PL	P 26	Katovice	PL	P 48	Mikolów	154	
PL	P 24	Tychy	PL	P 26	Katovice	121	PL-P-6
PL	P 43	A4 - 46	PL	P 35	Reńska Wieś	117	PL-P-12

In the first phase of the analysis of the location of measurement points, an extensive study of the most important communication routes in the Silesia and Opolskie voivodships was carried out, including the classification of NUTS (Nomenclature of Territorial Units for Statistics). Next after identifying the busiest sections based on questionnaire traffic survey at border crossings, the sections were divided based on the location of permanent counters in order to optimize profile measurements using mobile devices. It is not necessary to carry out measurements with mobile devices in areas where data from permanent devices is available.

The main transit routes within the Moravian-Silesian region were identified from a questionnaire survey carried out at border crossings.

Traffic survey on the border crossings demonstrated use of main transit routes in Silesia and Opolskie voivodships:

- A1: Ostrava – Gliwice - Katowice

- E75: Frýdek-Místek district - Cieszyn – Bielsko Biała
- S1: Žilina district - Cieszyn – Żywiec - Katowice

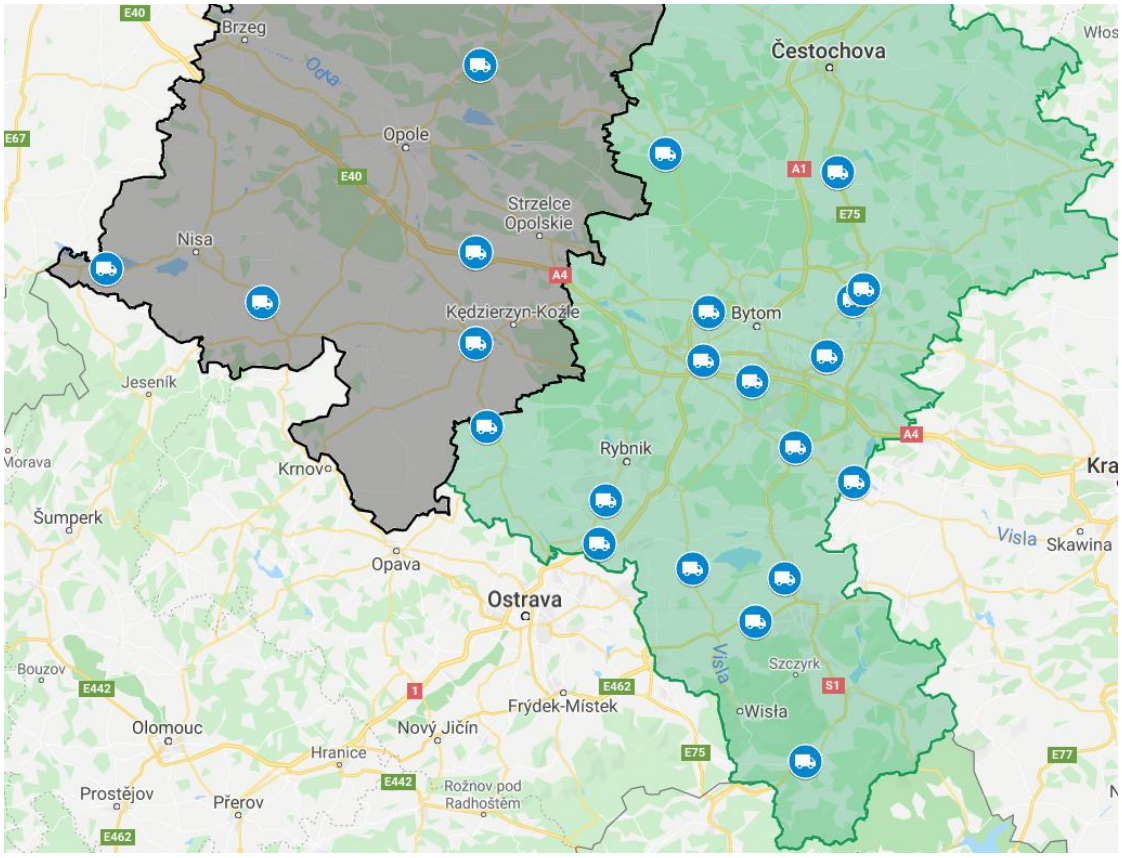


Figure 24 Counting sites for the profile traffic surveys - Silesian and Opole voivodship

The counting sited for profile traffic survey in Silesia and Opole Voivodeship are presented in Figure 24 and list is in Table 21.

Table 21 List of counting sites for mobile ATC – Silesia and Opole Voivodeship

ID	Locality	Measuring device	Road	GPS	Date of the survey
PL-P-1	Szonowice - Racibórz-Polska Cerekiew	mobile ATC	DK45	50.164064,18.152767	19.10. - 25.10.2019
PL-P-2	Rudziczka - Prudnik - Nysa	mobile ATC	DK41	50.386803,17.520937	11.10. - 17.10.2019
PL-P-3	Góra Św.Anny - Góra Św.Anny	mobile ATC	A4	50.480599,18.122100	17.10. - 23.10.2019
PL-P-4	Dąbrowa Górnicza - Będzin - Siewierz	mobile ATC	DK86	50.396444,19.188944	20.10. - 26.10.2019
PL-P-5	Ruda Śląska - Gliwice - Katowice	mobile ATC	A4/E40	50.248882,18.90812	14.11 - 20.11.2019
PL-P-6	Tychy - Tychy	mobile ATC	E462/DK1	50.125656,19.023316	4.11 - 10.11.2019
PL-P-7	Strumień - Żory - Skoczów	mobile ATC	DK81	49.908460,18.735794	4.11 - 10.11.2019
PL-P-8	Czechowice-Dziedzice - Bielsko Biała - Pszczyna	mobile ATC	E462/DK1	49.887809,18.996841	14.11 - 20.11.2019
PL-P-9	Jasienica - Skoczów - Bielsko Biała	mobile ATC	E462/S52	49.811032,18.916013	4.11 - 10.11.2019
PL-P-10	Koziegłowy - Częstochowa - Siewierz	mobile ATC	E75/DK1	50.624815,19.143506	24.10. - 30.10.2019
PL-P-11	Radlin - Wodzisław Śląski - Rybnik	mobile ATC	DK78	50.030218,18.488470	19.10. - 25.10.2019
PL-P-12	Reńska Wieś - Racibórz - Krapkowice	mobile ATC	DK45	50.316685,18.120420	16.10. - 22.10.2019
PL-P-13	Babice - Oświęcim - Bieruń	mobile ATC	DK44	50.063300,19.193017	4.11 - 10.11.2019

ID	Locality	Measuring device	Road	GPS	Date of the survey
PL-P-14	Sosnowiec - Sosnowiec	mobile ATC	S86	50.294322,19.115953	20.10. - 26.10.2019
PL-P-15	Godów - Gorzyczki - Mszana	mobile ATC	A1	49.954204,18.468105	14.11 - 20.11.2019
PL-P-16	Kamesznica - Zwardoń - Milówka	mobile ATC	S1	49.56823,19.075036	14.11 - 20.11.2019
PL-P-17	Zabrze - Gliwice - Tarnowskie Góry	mobile ATC	DK78	50.371692,18.780032	4.11 - 10.11.2019
PL-P-18	Dąbrowa Górnicza - Dąbrowa Górnicza	mobile ATC	S1	50.411035,19.220954	4.11 - 10.11.2019
PL-P-19	Bierdzany - Opole - Kluczbork	mobile ATC	DK45	50.816709,18.134453	16.10. - 22.10.2019
PL-P-20	Zabrze - Gliwice - Ruda Śląska DTŚ	mobile ATC	DW902	50.285784, 18.763708	22.11. - 28.11.2019
PL-P-21	Otchuchów - Nysa - Paczków	mobile ATC	DK46	50.447177,17.102319	11.10. - 17.10.2019
PL-P-22	Lubliniec - Lubliniec	mobile ATC	DK11	50.657891,18.657813	13.11 - 19.10.2019

The purpose of the profile traffic surveys (PTS) was to find out the actual traffic load and categorization of vehicles on the main roads within the Silesia and Opole Voivodeship, where the questionnaire traffic survey was also carried out at the border crossings. The result of the profile traffic surveys are values of weekly average daily traffic and annual average daily traffic.

According to TP 102 (Calculation of Road Capacity) it is recommended to carry out short-term surveys of traffic intensities except the winter months, when traffic on roads is mostly lower. In this case the profile surveys were performed during October and November, while the weather condition was very good. There were no other sources of traffic volume limitations or restrictions. The PTS procedure was performed continuously for 24 hours, for seven consecutive days. The ATC was installed and uninstalled well in advance (or after the traffic survey).

WADT values are obtained directly from the processed outputs of the seven-day surveys. AADT values wad calculated on the basis of the variation coefficients obtained from the permanent traffic counters 2017 in Opole and Silesia voivodeship separately.

PTS was realized by automatic traffic counters (ATC) SIERZEGA SR4 which on the base of the microwave technology can record the records of vehicles in both driving directions.

Transfer of accumulated data from traffic counter memory or using data transfer via Bluetooth wireless technology. The obtained data were exported and further processed in MS Excel into the form defined in the report D.T 3.1.1 Methodology of traffic survey.

The implementation of the traffic survey had no impact on the safety and fluency of road traffic. Counting profiles were located in places where there were no sudden changes in traffic intensity. Likewise, there were no events during the survey that could significantly affect the measured values. The values recorded for vehicle intensities on this section should be appropriate to the month of the year concerned.

Table 22 Photo documentation of the profile traffic survey – Silesia and Opole Voivodeship

ID	Counting site name	Photo documentation
PL-P-1	DK45 Szonowice - Racibórz-Polska Cerekiew	
PL-P-2	DK41 Rudziczka - Prudnik - Nysa	
PL-P-3	A4 Góra Św.Anny - Góra Św.Anny	

ID	Counting site name	Photo documentation
PL-P-4	DK86 Dąbrowa Górnicza - Będzin - Siewierz	
PL-P-5	A4/E40 Ruda Śląska - Gliwice - Katowice	 
PL-P-6	E462/DK1 Tychy - Tychy	

ID	Counting site name	Photo documentation
PL-P-7	DK81 Strumień - Żory - Skoczów	
PL-P-8	E462/DK1 Czechowice-Dziedzice - Bielsko Biała - Pszczyna	 
PL-P-9	E462/S52 Jasienica - Skoczów - Bielsko Biała	
PL-P-10	E75/DK1 Koziegłowy - Częstochowa - Siewierz	

ID	Counting site name	Photo documentation
PL-P-11	DK78 Radlin - Wodzisław Śląski - Rybnik	
PL-P-12	DK45 Reńska Wieś - Racibórz -Krapkowice	
PL-P-13	DK44 Babice - Oświęcim - Bieruń	
PL-P-14	S86 Sosnowiec - Sosnowiec	

ID	Counting site name	Photo documentation
PL-P-15	A1 Godów - Gorzyczki - Mszana	
PL-P-16	S1 Kamesznica - Zwardoń - Milówka	
PL-P-17	DK78 Zabrze - Gliwice - Tarnowskie Góry	
PL-P-18	S1 Dąbrowa Górnicza - Dąbrowa Górnicza	
PL-P-19	DK45 Bierdzany - Opole - Kluczbork	

ID	Counting site name	Photo documentation
PL-P-20	DW902 Zabrze - Gliwice - Ruda Śląska DTŚ	
PL-P-21	DK46 Otchuchów - Nysa - Paczków	
PL-P-22	DK11 Lubliniec - Lubliniec	

Execution of profile traffic surveys on selected road infrastructure sections in the Silesia and Opolskie voivodships, an extensive data source database was obtained, which will be processed and evaluated in the framework of the partial report D.T3.1.3. The outputs of the profile traffic survey will provide a picture of the intensities and structure of the traffic flow on the main transit routes in the Silesia and Opolskie voivodships and will be used to calibrate the transport model of the TRITIA area.

2.4. Identification of the counting sites for the profile survey - Slovakia

Execution of profile traffic survey (PTS) on selected sections of the road network in the Žilina self-governing region is necessary in order to obtain the necessary traffic intensity data for later calibration of the traffic model of the TRITIA road network.

In the Žilina region, all sections of motorways, expressways and 1-st class roads (except for I/78 and I/18 and I/61 roads parallel to the D1 motorway) are included in the TEN-T multimodal corridor routes or international road routes "E". From this perspective, these roads are important for transport throughout Europe and hence the TRITIA area. The results of the traffic questionnaire survey should only underline their importance and hence the justification of profile measurements executing.

Figure 25 Routes of international roads "E" and multimodal corridors "TEN-T" in Žilina region (Source: https://www.cdb.sk/sk/Vystupy-CDB/Mapy-cestnej-siete-SR/SR.alej)

Identification of possible counting profiles before the execution of PTS based on survey outputs at SK-PL, SK-CZ and CZ-PL border crossing survey. The counting sections that are most often in coded routes according to the completed questionnaires, they point to the location of potential sites of the profile traffic survey.

Table 23 Location of the counting points for the profile survey – Žilina region

Location of counters							
Counting section						Traffic volume	ID counting site
Country	Code	Start of section	Country	Code	End of section	[veh./survey]	
SK	S 7	Krásno nad Kysucou	SK	S 6	Čadca	2347	SK-P-43;SK-P-2
SK	S 7	Krásno nad Kysucou	SK	S 2	Žilina	2094	SK-P-21
SK	S 1	Bytča	SK	S 2	Žilina	1617	SK-P-29; SK-P-42; SK-P-20
SK	S 20	Púchov	SK	S 1	Bytča	1190	SK-P-28;SK-P-19
SK	S 18	Trenčín	SK	S 20	Púchov	1052	section out of Žilina region
SK	S 3	Martin	SK	S 2	Žilina	1035	SK-P-30;SK-P-31;SK-P-22;SK-P-23
SK	S 11	Tvrdošín	SK	P 20	Rabka-Zdroj	704	SK-P-45;SK-P-15
SK	S 8	Dolný Kubín	SK	S 9	Oravský Podzámok	602	SK-P-5
SK	S 9	Oravský Podzámok	SK	S 11	Tvrdošín	592	SK-P-46
SK	S 13	Turčianske Teplice	SK	S 3	Martin	541	SK-P-3
SK	S 8	Dolný Kubín	SK	S 4	Ružomberok	410	SK-P-7;SK-P-9
SK	S 4	Ružomberok	SK	S 3	Martin	381	SK-P-32;SK-P-33;SK-P-8;SK-P-16
SK	S 1	Bytča	SK	S 18	Trenčín	340	SK-P-28;SK-P-19
SK	S 12	Liptovský Mikuláš	SK	S 4	Ružomberok	328	SK-P-34;SK-P-17;SK-P-10
SK	S 6	Čadca	PL	P 19	Żywiec	321	SK-P-44
SK	S 17	Poprad	SK	S 12	Liptovský Mikuláš	302	SK-P-35;SK-P-36;SK-P-37;SK-P-38;SK-P-39;SK-P-40;SK-P-17
SK	S 16	Žiar nad Hronom	SK	S 13	Turčianske Teplice	279	SK-P-4
SK	S 14	Banská Bystrica	SK	S 4	Ružomberok	233	SK-P-11;SK-P-12;SK-P-13
SK	S 2	Žilina	SK	S 6	Čadca	182	SK-P-43;SK-P-2;SK-P-21
SK	S 14	Banská Bystrica	SK	S 13	Turčianske Teplice	166	section out of Žilina region
SK	S 3	Martin	SK	S 8	Dolný Kubín	146	SK-P-32;SK-P-33

After identifying the busiest sections based on questionnaire traffic survey at border crossings, the sections were divided based on the location of permanent counters in order to optimize profile measurements using mobile devices. It is not necessary to carry out measurements with mobile devices in areas where data from permanent devices is available.

The main transit routes within the Žilina region were identified from a questionnaire survey carried out at border crossings. The traffic engineering estimate was used to spread the PTS counting sites for later use in the calibration of the transport model.

Questionnaire traffic survey at border crossings demonstrates using of main transit routes in Žilina region:

- North-South connection:
  - I/11, I/18, I/65 - Border crossing Svrčinovec – Žilina – Martin – Turčianske Teplice
  - D3, I/18, I/65 – Border crossing Skalité – Žilina – Martin – Turčianske Teplice
  - I/59, I/70, I/18, I/65 – Border crossing Trstená – Dolný Kubín – Martin – Turčianske Teplice
  - I/59 - Border crossing Trstená – Dolný Kubín – Ružomberok – Donovaly
- West-East connection:
  - I/10, D1, I/18 – Border crossing Makov – Žilina – Martin – Ružomberok – Liptovský Mikuláš
- North-East connection:
  - I/11, I/18, D1 – Border crossing Svrčinovec – Žilina – Martin – Ružomberok – Liptovský Mikuláš
  - D3, I/11, I/18, D1 – Border crossing Skalité – Žilina – Martin – Ružomberok – Liptovský Mikuláš
  - I/59, I/18, D1 – Border crossing Trstená – Ružomberok – Liptovský Mikuláš
- North-West connection:
  - I/11, D1 – Border crossing Svrčinovec – Žilina – Bytča
  - D3, I/11, D1 – Border crossing Skalité – Žilina – Bytča
  - I/10, D1 – Border crossing Makov – Bytča
  - I/59, I/70, I/18, D3, D1 – Hraničný priechod Trstená – Dolný Kubín – Martin – Žilina – Bytča

The most used transit routes according to the results of the TEN-T and E questionnaire traffic survey. On these transit routes, there were identified counting sites on specific road sections in order to determine the profile traffic intensity.

Figure 26 shows arrangement of counting sites of a profile traffic survey in Žilina Region in graphical form.

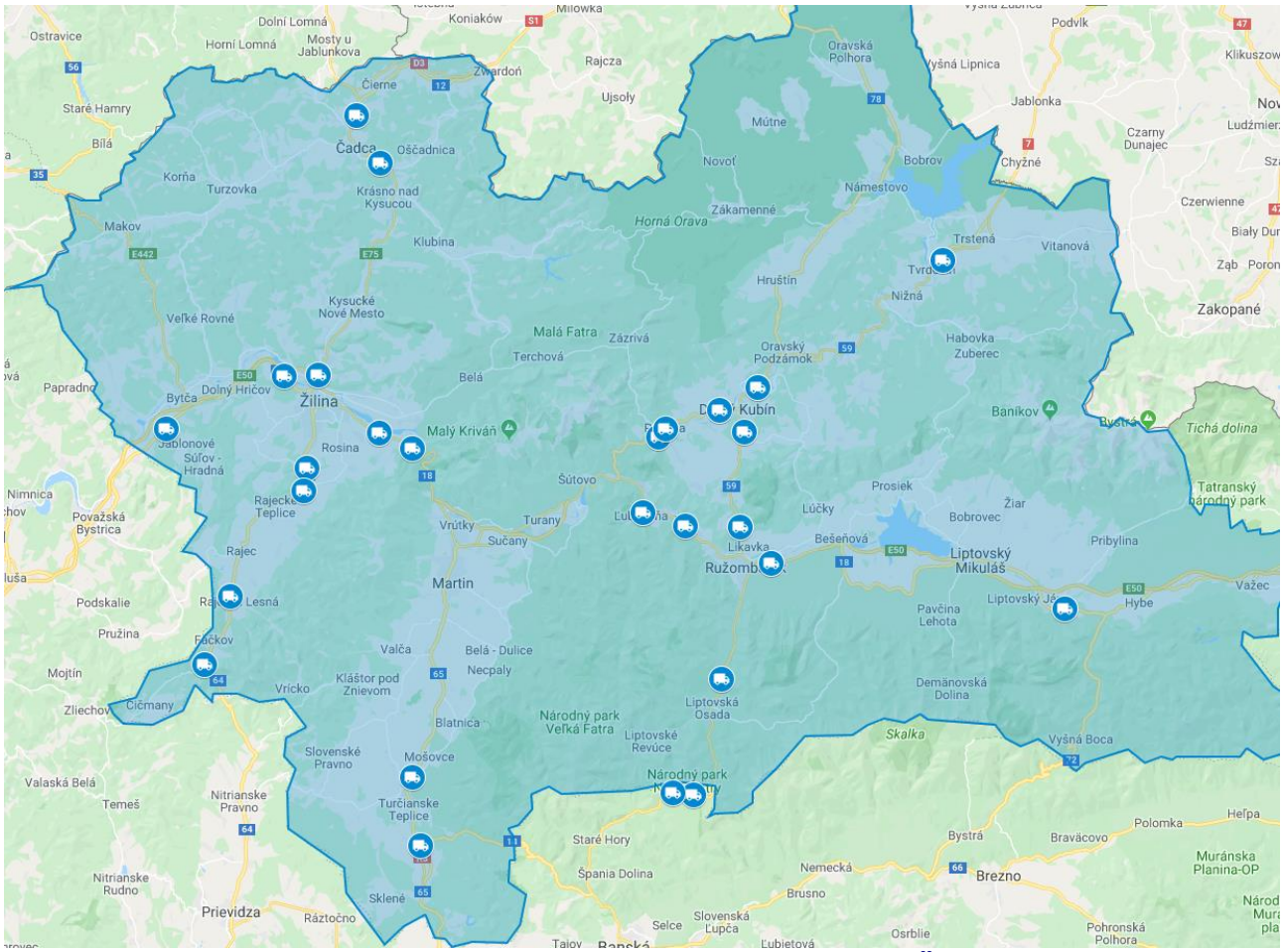


Figure 26 Counting sites for the profile traffic surveys in Žilina region

Table 24 gives an exact list of counting sites for both mobile devices measurements and also counting periods.

Table 24 List of counting sites for mobile ATC – Žilina region

ID	Locality	Measuring device	Road	GPS	Date of the survey
SK-P-1	Border Čadca/Svrčinovec	mobile ATC	I/11	49.466270, 18.788863	2.10. - 8.10.2018
SK-P-2	Čadca, Horelica	mobile ATC	D3 (I/11A)	49.425551, 18.820817	2.10. - 8.10.2018
SK-P-3	Diviaky (road to Martin)	mobile ATC	I/65	48.891858, 18.863704	2.10. - 8.10.2018
SK-P-4	Tur. Teplice (road to Kremnice)	mobile ATC	I/65	48.832060, 18.874997	2.10. - 8.10.2018
SK-P-5	Kňažia	mobile ATC	I/59	49.230996, 19.322699	11.10. - 17.10.2018
SK-P-6	Malý Bysterec	mobile ATC	I/70	49.211672, 19.271706	11.10. - 17.10.2018
SK-P-7	Dolný Kubín	mobile ATC	I/59	49.192854, 19.304452	11.10. - 17.10.2018
SK-P-8	Černová	mobile ATC	I/18	49.110849, 19.226195	2.10. - 8.10.2018
SK-P-9	Likavka	mobile ATC	I/59	49.109765, 19.298816	2.10. - 8.10.2018
SK-P-10	Ružomberok	mobile ATC	I/18	49.078807, 19.340638	2.10. - 8.10.2018
SK-P-11	Biely Potok	mobile ATC	I/59	48.9774904, 19.2747483	2.10. - 8.10.2018
SK-P-12	Donovaly	mobile ATC	I/59	48.876023, 19.2376463	10.10. - 16.10.2018
SK-P-13	Hanesy (Donovaly)	mobile ATC	I/59	48.8785172, 19.2095232	10.10. - 16.10.2018
SK-P-14	Párnica, South	mobile ATC	I/70	49.187928, 19.190402	16.10. - 22.10.2018

ID	Locality	Measuring device	Road	GPS	Date of the survey
SK-P-15	Tvrdošín, North	mobile ATC	I/59	49.341342, 19.567565	19.10. - 25.10.2018
SK-P-16	Ľubochňa, West	mobile ATC	I/18	49.122723, 19.169443	19.10.-25.10.2018
SK-P-17	Liptovský Hrádok, EAST	mobile ATC	I/18	49.038553, 19.730409	19.10.-25.10.2018
SK-P-18	Istebné	mobile ATC	I/70	49.195534, 19.200472	19.10.-25.10.2018
SK-P-19	Predmier	mobile ATC	I/61	49.19489, 18.53685	5.6. - 11.6.2019
SK-P-20	Strážov	mobile ATC	I/61	49.240804, 18.693728	20.6. - 26.6.2019
SK-P-21	Brodno	mobile ATC	I/11	49.241624, 18.737950	20.6. - 26.6.2019
SK-P-22	Mojšová Lúčka	mobile ATC	I/18	49.191922, 18.819752	20.6. - 26.6.2019
SK-P-23	Strečno	mobile ATC	I/18	49.177777, 18.863064	20.6. - 26.6.2019
SK-P-24	Lietavská Lúčka	mobile ATC	I/64	49.160897, 18.723971	20.6. - 26.6.2019
SK-P-25	Slnečné Skaly	mobile ATC	I/64	49.141621, 18.719140	20.6. - 26.6.2019
SK-P-26	Rajecká Lesná	mobile ATC	I/64	49.049686, 18.621465	20.6. - 26.6.2019
SK-P-27	Fačkov, crossroads	mobile ATC	I/64	48.989924, 18.587692	20.6. - 26.6.2019

The purpose of the profile traffic surveys (PTS) was to find out the actual traffic load and categorization of vehicles on the main roads within the Žilina self-governing region, where the questionnaire traffic survey was also carried out at the border crossings.

According to TP 102 (Calculation of Road Capacity) it is recommended to carry out short-term surveys of traffic intensities except the winter months, when traffic on roads is mostly lower. In justified cases, they can be executed throughout the whole year.

The PTS procedure was performed continuously for 24 hours, for seven consecutive days. The ATC was installed and uninstalled well in advance (or after the traffic survey).

WADT values are obtained directly from the processed outputs of the seven-day surveys. AADT values should be calculated on the basis of the "Methodology of Performance and Evaluation of the National Census in 2015". The calculation shall be carried out by multiplying the TPDI value by the coefficient of annual variation in traffic intensity corresponding to the month of the traffic survey.

PTS was realized by automatic traffic counters (ATC) SIERZEGA SR4 which on the base of the microwave technology can record the records of vehicles in both driving directions.

Transfer of accumulated data from traffic counter memory or using data transfer via Bluetooth wireless technology. The obtained data were exported and further processed in MS Excel into the form defined in the report D.T 3.1.1 Methodology of traffic survey.

The realization of the traffic survey had no impact on the safety and fluency of road traffic.

Counting profiles were located in places where there were no sudden changes in traffic intensity. Likewise, there were no events during the survey that could significantly affect the measured values. The values recorded for vehicle intensities on this section should be appropriate to the month of the year concerned.

The following table presents photo documentation from the performance of profile measurements by mobile devices.

Table 25 Photo documentation of the profile traffic survey – Žilina region

ID	Counting site name	Photo documentation
SK-P-1	I/11 Čadca/Svrčinovec	
SK-P-2	D3-I/11A Horelica	
SK-P-3	I/65 – Tur. Teplice - Diviaky	
SK-P-4	I/65 Horná Štubňa	

ID	Counting site name	Photo documentation
SK-P-5	I/59 Dolný Kubín - Kňažia	 
SK-P-6	I/70 Dolný Kubín	 
SK-P-7	I/59 Dolný Kubín - road to Ružomberok	 
SK-P-8	I/18 Černová	 

ID	Counting site name	Photo documentation
SK-P-9	I/59 Likavka	
SK-P-10	I/18 Ružomberok – road to Poprad	
SK-P-11	I/59 Biely Potok	
SK-P-12	I/59 Donovaly	

ID	Counting site name	Photo documentation
SK-P-13	I/59 Hanesy	 
SK-P-14	I/70 Párnica	
SK-P-15	I/59 Tvrdošín	Without photo (N/A)
SK-P-16	I/18 Ľubochňa	 
SK-P-17	I/18 Liptovský Hrádok	 

ID	Counting site name	Photo documentation
SK-P-18	I/70 Istebné	
SK-P-19	I/61 Predmier	
SK-P-20	I/61 Strážov	
SK-P-21	I/11 Brodno	

ID	Counting site name	Photo documentation
SK-P-22	I/18 Mojšová Lúčka	 
SK-P-23	I/18 Strečno	 
SK-P-24	I/64 Lietavská Lúčka	 
SK-P-25	I/64 Slnečné Skaly	 

ID	Counting site name	Photo documentation
SK-P-26	I/64 Rajecká Lesná	
SK-P-27	I/64 Fačkov, rázcestie	

Permanent devices installed in road for the measurement of the profile traffic intensities are located on intersection of motorway sections and expressways and some sections of 1-st class roads. In Žilina region, there are sections of motorways D1, D3, R3 and two sections of road I/18. For the purpose of obtaining the profile intensities of vehicles for 2018 in the given sections for the project TRANS TRITIA, these data were requested from the administrators of the respective roads and were subsequently processed into the required form. The localization of permanent counters in Źilina region is shown in Figure 27.

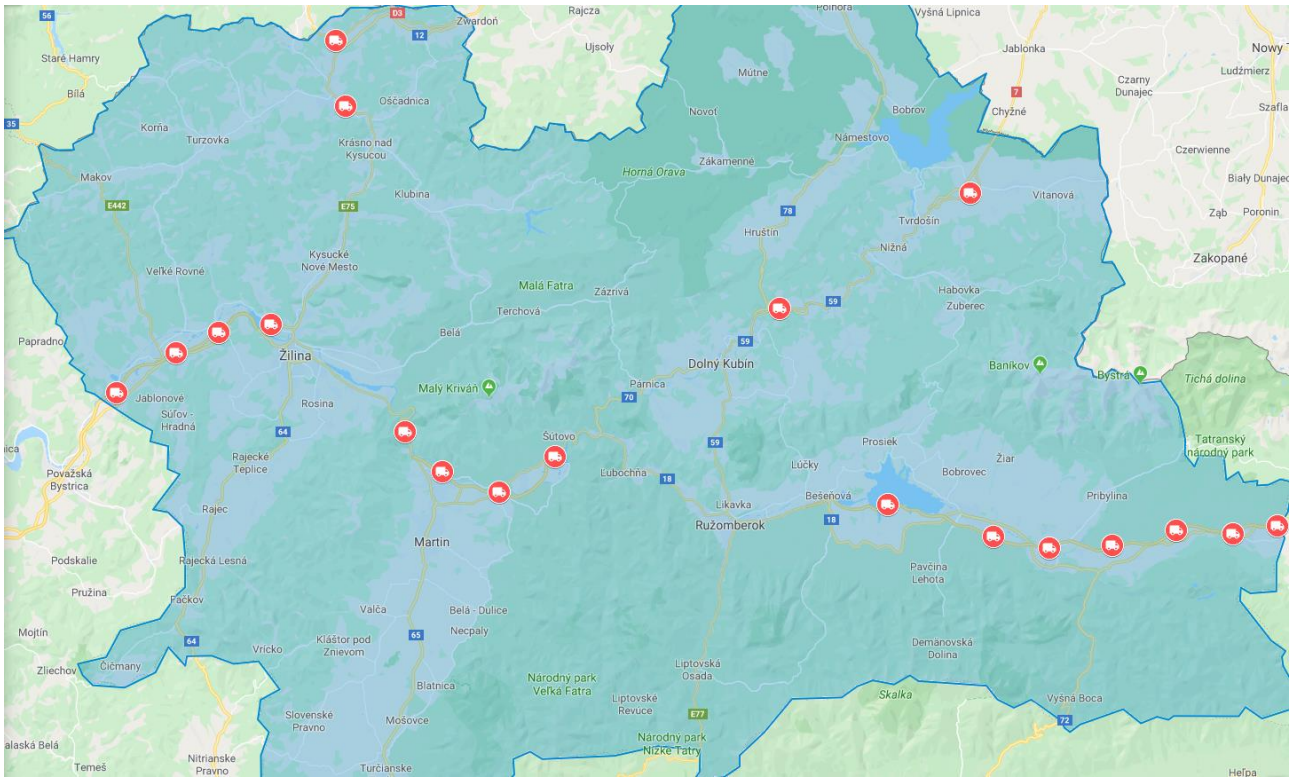


Figure 27 Allocation of permanent traffic counters in Žilina region

A list of permanent traffic counters with descriptions, coordinates and number of measurement days in 2018 is given in Table 26.

Table 26 List of permanent counting sites - Žilina region

ID	Section	Road	GPS	Number of measured days (2018)
SK-P-28	Považská Bystrica, North - Bytča	D1	49.1871, 18.50844	337
SK-P-29	Bytča - Hričovské Podhradie	D1	49.22158, 18.58498	318
SK-P-30	Strečno - Dubná Skala	I/18	49.15542, 18.88402	316
SK-P-31	Dubná Skala - Martin	D1	49.1212, 18.93206	333
SK-P-32	Martin - Turany	D1	49.10396, 19.00645	307
SK-P-33	Turany - Ratkovo	I/18	49.13379, 19.07898	304
SK-P-34	Ivachnová - Liptovský Mikuláš	D1	49.09163, 19.51139	361
SK-P-35	Liptovský Mikuláš - Liptovský Ján	D1	49.06411, 19.64847	299
SK-P-36	Liptovský Ján - Liptovský Hrádok	D1	49.05366, 19.72097	333
SK-P-37	Liptovský Hrádok - Hybe	D1	49.05537, 19.80284	333
SK-P-38	Hybe - Východná	D1	49.06745, 19.88696	203
SK-P-39	Východná - Važec	D1	49.06425, 19.96042	287
SK-P-40	Važec - Štrba	D1	49.06995, 20.01883	363
SK-P-41	Hričovské Podhradie - Žilina, West	D3	49.23923, 18.64018	346
SK-P-42	Žilina, West - Žilina, North	D3	49.24597, 18.70875	324
SK-P-43	Krásno nad Kysucou - Čadca (tunnel Horelica)	D3	49.43213, 18.80524	352
SK-P-44	Svrčinovec - border crossing SK/PL (tunnel Svrčinovec)	D3	49.4882, 18.79172	295
SK-P-45	R3 Trstená, bypass	R3	49.35684, 19.62195	188

ID	Section	Road	GPS	Number of measured days (2018)
SK-P-46	R3 Oravský Podzámok, bypass	R3	49.25951, 19.37251	193

Execution of profile traffic surveys on selected road infrastructure sections in the Žilina self-governing region, an extensive data source database was obtained, which will be processed and evaluated in the framework of the partial report D.T3.1.3. The outputs of the profile traffic survey will provide a picture of the intensities and structure of the traffic flow on the main transit routes in the Žilina self-governing region and will be used to calibrate the transport model of the TRITIA area.

3. Transport demand survey between operators of freight transport and manufacturing enterprises

Transport demand survey between operator of freight transport and manufacturing enterprises is questionnaire survey of freight transport, which was executed within obtaining data for TRANS TRITIA traffic model on behalf of more transport modes and referred to the whole TRITIA area. Project partners sent questionnaires that were prepared before the survey execution to companies effecting in the Czech, Polish and Slovak market. These data shall to serve as a basis for traffic model calibration. The survey was able to suggest in which market segments are potential for shifting of freight transport from road to environmentally friendly modes (railway, inland waterway, intermodal transport). The survey of freight transport covered:

- road transport,
- railway transport,
- inland waterway transport,
- intermodal transport.

The aim of the survey was mapping of goods and loads movement on the infrastructure in the TRITIA area and within regions of Czech Republic, Poland and Slovakia as well as following the international relations by selected sample of the respondents. The selected sample of respondents was created by companies with seat in the Czech Republic, Poland and Slovakia (not only in the TRITIA area). The second aim of the survey was to identify potential of usage Oder inland waterway, where respondents was asked, if in the case of modernization or construction of Oder inland waterway in Poland and Czech republic they would potentially use this new transport connection.

Demand survey between operators of freight transport and manufacturing enterprises was aimed in obtaining data about all mentioned freight transport modes in the countries of TRITIA (railway, road, inland waterway, intermodal) by addressing of questionnaire to selected companies. Initial survey was designed to overlook the behaviour of all participants of logistics chain: producer, carrier, forwarder and transporter.

The data found during the survey should be used for freight transport traffic model calibration of TRITIA area and also for better overview about traffic situation in the field of freight transport demand within the whole TRITIA area and also in transboundary connection of Moravian-Silesian region, Opole and Silesia Voivodship and Žilina region with possibility of shifting between transport modes. Unfortunately, exceedingly low willingness of addressed respondents, despite repeated reminders for such a low survey yield, that it was necessary to use other data sources of necessary data (for example statistics).

Requirements for the freight transport survey can be various and can be considerable different with regard on necessity. Specific feature on survey implementation in the field of freight transport is the problematic acquisition of information. Respondents do not want to answer questions of price, or financial features. They also don´t want to define their business aims in detail. This appertains practically of all organizations

in transport-logistics chain. If in the questionnaire are questions connected with this issue, generally respondents do not answer any other question. Interviewed respondents in the field of freight transport are helpful only on the general questions.

Submitted questionnaire (Annex 8) consist three main parts:

- general information
  - company name,
  - contact details,
  - Business,
- Demand questions cover information about:
  - transport mode (Road, railway, inland waterway, air, intermodal),
  - Transport nature (national, international)
  - transported commodity (agricultural products, food and beverages, wood, fuels, raw materials, metal products, construction materials, fertilisers and chemicals, consumer products, and other),
  - source and target destination (city, region, country),
  - frequency of transport (non-scheduled/scheduled – daily, weekly, monthly, etc.),
  - quantity of goods transported per calendar year (t, m^3),
  - place of transhipment (intermodal transport)
- Potential usage of Oder inland waterway

Commodities monitored within the survey were distributed in the next groups:

1. Agricultural products
2. Food and drinks
3. Wood
4. Fuel
5. Raw materials
6. Metal products
7. Building materials
8. Fertiliser and chemicals
9. Consumption products
10. Other.

3.1. Preparation and execution of the questionnaire traffic survey in the Czech Republic

3.1.1. General description of the Moravian-Silesian region

The Moravian-Silesian Region is the only one of 14 higher territorial self-governing units in the Czech Republic. This region is located in the northeast of the Czech Republic. For the most part it lies in the Bohemian Silesia, the remaining part occupies the north of Moravia.

Gathering 1.2 million inhabitants, the Moravian-Silesian Region is the third most populous region in the Czech Republic. Population, but the decline is falling. This is the way in which birth rates can be available, but also migrant residents do in the Czech Republic. In addition, how many inhabitants live in the Moravian-Silesian Region and high population density. It has 223 inhabitants per km^2. Higher value is only the capital Prague.

The Moravian-Silesian Region is heavily urbanized, with people living (60%) living in cities over 20,000 inhabitants. The most densely populated area is the Ostrava-Karviná agglomeration. Repeatedly, there are mountain and foothill areas where your population density is long.

The basic indicators of the Moravian-Silesian region:

- Area: 5 4727 km^2
- Population: 1 201 221 (2019)
- Population density: 223 inhabit./km^2 (2019)
- Regional GDP per capita: 15 491 EUR/inhabit. (2018)
- Unemployment: 4,44 % (2020)
- Average monthly salary: 1 141 EUR (2019)

Since the 19th century, the region has been and is currently one of the most important industrial regions of Central Europe. However, its focus on economic activity - a sectoral structure - now raises considerable problems related to the restructuring of the region, and to addressing social problems, particularly linked to the level of unemployment.

Since the beginning of the 1990s there has been a significant improvement in the state of the environment due to the decline in industrial production, the use of more environmentally friendly technologies and significant investments in environmental measures. Despite these improvements, the region continues to be one of the most burdened areas in the Czech Republic, as all environmental compartments have been contaminated in the past. Today, soil and groundwater contamination due to industrial activity, mining subsidence and surface water and air pollution seem to be the most serious.

The greater part of the Moravian-Silesian Region became one of the most important industrial areas in the Austro-Hungarian Empire. The core is the Ostrava-Karviná industrial and mining basin, whose industrialization was closely linked to the exploitation of local mineral resources, in particular high-quality coking hard coal, and the subsequent development of heavy industry and metallurgy. The region is thus a nation-wide centre of metallurgical production; at the same time, mining of almost the entire production of hard coal in the Czech Republic is concentrated here, even though the extracted quantity is decreasing. In addition to these traditional industries, the region continues to promote the production and distribution of electricity, gas and water, manufacture of transport equipment and the chemical and pharmaceutical industries.

Despite the current decline in heavy industry and mining and quarrying, according to the Labour Force Sample Survey, more than a third of the total number of 588.7 thous. persons employed in the national economy, another 11% in trade and repair of goods.

There are 255 042 economic entities registered in the Region (195 628 physical entities, 59 414 legal entities as of 31st December 2019 - data on the organizational structure of the national economy are compiled from data kept in the Register of Economic Subjects maintained by the Czech Statistical Office).

The branch structure of the Moravian-Silesian Region currently presents considerable problems, which are associated mainly with a higher share of unemployed persons. The districts of Frýdek-Místek, Opava and Nový Jičín are relatively good, while the Karviná and Bruntál districts show a high share of unemployed people, which rank among the last places among all districts in the Czech Republic.

An overview of the most important industrial companies in the Moravian-Silesian Region is provided in Table 28.

Table 27 Important companies in the Moravian-Silesian region in 2017

Company	Origin Country	Number of employees	Sector	Town
OKD, a. s.	Czech republic	9 500	coal mining	Karviná
Třinecké železárny, a. s.	Czech republic	6 971	metallurgy, engineering	Třinec
ArcelorMittal Ostrava, a. s.	Great Britain	3 961	metallurgy, engineering	Ostrava
Hyundai Motor Manufacturing Czech s. r. o.	South Korea	3 400	metallurgy, engineering	Nošovice
Tieto Czech s. r. o.	Finland	2 065	automotive	Ostrava
KES - kabelové a elektronické systémy, s. r. o.	Czech republic	1 621	engineering, automotive	Vratimov
SUNGWOO HITECH, s. r. o.	South Korea	1 586	engineering	Ostrava
VÍTKOVICE HEAVY MACHINERY, a. s.	Czech republic	1 030	engineering	Ostrava
VÍTKOVICE STEEL, a. s.	Czech republic	939	engineering	Ostrava
ArcelorMittal Tubular Products Ostrava, a. s.	Czech republic	867	engineering	Ostrava
Kofola, a. s.	Czech republic	700	food production	Krnov

After the demise of Czechoslovakia, the region found itself in the position of the north-eastern border, on the border with Poland and Slovakia, most distant from direct contacts with the metropolis of the state and with economic stimuli from developed EU countries. The situation is gradually improving by building a backbone road network in the form of motorways of railway corridors.

The D1 motorway between Lipník nad Bečvou and Bohumín with a length of almost 80 km, linked to the Polish motorway network, addresses transport services and economic recovery. The road communication system is also complemented by the main international roads I/11 (E 75): Opava – Ostrava - Český Těšín - Mosty u Jablunkova - Slovakia and I/48 (E 462): Nový Jičín - Frýdek-Místek – Český Těšín - Poland go through the eastern part of the county. The Moravian-Silesian Region is intersected by two railway lines of European importance, electrified lines No. 270 (part of the TEN-T network with links to Austria, southern Slovakia and Poland) and No. 320 (part of the TEN-T network with links to northwest Slovakia).

Accessibility of the region by air is ensured through the international airport in Ostrava-Mošnov, the second largest airport in the Czech Republic.

3.1.2. Identification of companies for the survey

For the purposes of the questionnaire survey it was possible to publish a company that will have a question in the whole territory of the Czech Republic. The creation of company lists was based on recent inputs:

- Overview of companies with the highest possible income and turnover - according to data of the Czech Statistical Office (Český statistický úřad).
- List of members of the Czech Chamber of Commerce (Hospodářská komora České republiky).
- List of members of the Union for the Development of the Moravian-Silesian Region (Sdružení pro rozvoj Moravskoslezského kraje).

Details of individual companies (contact, location, address) were obtained by analytical search on the websites of individual companies. When selecting companies, the annual turnover of the company, the number of persons employed and the sector were taken into account.

In the first phase, 52 major companies were selected from the Silesian and Northern Moravian regions, which include the Moravian-Silesian Region. In case of a positive response, further questioning of less important

enterprises in the Moravian-Silesian Region and extension of the territory to the whole of Moravia (in the inclusion of the Olomouc Zlin Region and the South Moravian Region) were considered.

The questionnaire was sent electronically to all companies listed on 5th June 2018. Due to the minimal return of the questionnaires of the right batch of the survey, a new questioning was carried out on 7.11.2018, again electronically. However, the success of the questionnaires' return of the questionnaires did not increase.

In the next table is presented sample of respondents of the demand survey according to the importance for the region and transported commodities.

Table 28 Example of list of requested companies – Czech republic

No.r	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
1	Třinec	industry	MORAVIA STEEL a.s.	6	4.6., 7.11.2018
2	Karviná	mining	OKD, a.s.	5	4.6., 7.11.2018
3	Ostrava	industry	ArcelorMittal Ostrava a.s.	6	4.6., 7.11.2018
4	Ostrava	industry	VÍTKOVICE HOLDING, a.s.	6	4.6., 7.11.2018
5	Ostrava	industry	PHARMOS, a.s.	8	4.6., 7.11.2018
6	Ostrava	store	eD system a.s.	10	4.6., 7.11.2018
7	Frenštát	industry	Continental Automotive Czech Republic sro	6	4.6., 7.11.2018
8	Ostrava	services	Advanced World Transport	10	4.6., 7.11.2018
9	N.Jičín	industry	Hanon Systems Autopal s.r.o.	6	4.6., 7.11.2018
10	Ostrava	store	AT Computers a.s.	10	4.6., 7.11.2018

The whole list of respondents who sent a questionnaire by electronic form with confirmation of delivery is in Annex 9.

Feedback from the addressed companies reached about 6%, but none of the companies sent the required data. The responses mentioned the lack of interest in the project and the impossibility to provide data due to the company's business secrets.

Concerning the low number of answers received in share to successful sent questionnaires were not the results of demand survey accepted as a suitable sample for freight transport analysis and demand survey was considered unsuccessful.

The considered further phases of the questionnaire survey in the Czech Republic were not realized in agreement with the responsible partner.

3.2. Preparation and execution of the questionnaire survey in Poland

3.2.1. General description of the Silesian and Opole voivodeships

The Silesia voivodeship is the most attractive region in terms of investment in Poland. One of the pillars of Silesia's high position in investment attractiveness rankings is the Katowice Special Economic Zone (KSEZ), which has so far attracted direct investments worth around PLN 26 billion, creating over 56,000 new jobs. The confirmation of these results is the ranking of economic zones conducted by fDi Intelligence (Financial Times research centre), in which KSEZ was recognized as the best economic zone in 2015 and 2016.

Silesia is one of the strongest economically (12.4 percent of GDP) and demographically (almost 4.6 million people) regions in Poland. It is the largest urbanized area in Central and Eastern Europe, with the highest

national average population density and urban population rate - over 77%. Investors are supported by many business environment institutions.

Silesia is the densest network of expressways and highways in the country, and close to the border with the Czech Republic and Slovakia. Within 600 km of Katowice there are 6 European capitals: Warsaw, Berlin, Prague, Budapest, Vienna and Bratislava. Euroterminal in Sławków (broad gauge railway) provides direct access to Asian markets. Katowice Airport is a leader in the cargo traffic in the country among regional airports.

Pan-European transport corridors run through the Silesia Voivodeship. The A4 and A1 motorways intersect here, connecting west with east and north with south of our continent. The Sośnica junction near Gliwice is the largest road junction in Central Europe. The cities of the Upper Silesian Agglomeration are connected by a multi-lane transit road (DTŚ). 50% of domestic cargo rail transport is carried out in the region. Three rail routes run through the territory of the Śląskie Voivodship, included in the international AGC network: E90, E59, E65. An important place on the map of the world railway infrastructure is occupied by Euroterminal in Sławków. It is the westernmost point of the broad-gauge railway, connecting Śląskie with the Asian transport system.

Katowice Airport is one of the key elements of the province's communication infrastructure. It is still expanding and investing in the latest infrastructure, becoming a world-class airport with large modern A, B and C terminals as well as innovative technical solutions. It ranks first in the country among regional airports in terms of cargo functions. Total passenger traffic at Katowice Airport in 2015 reached over 3 million people.

There are 1978 km of operated railway lines in the Silesia Voivodeship (1st place in the country), of which 921 km are monorail lines, while 1057 km are two- and more-track ones. 1734 km of railway lines are electrified (as at 31 December 2013) [18]. In 2017, a statistical resident of the Silesia Voivodeship rode the train 4.5 times. Currently, the Port of Gliwice together with the railway station, customs terminal, free customs area in Gliwice, warehouse base, parking lots and offices is one of the elements of the Silesian Logistics Center. The port in Gliwice is considered to be the most modern and universal inland port in the country, due to its shape, lines and constructions of port quays, the arrangement of pools, the surface of the aquarium. The port has transhipment facilities with a maximum lifting capacity of 20 tons. The port's annual handling capacity is about 2 million tonnes. The Gliwice Port is the beginning of the Gliwice Canal connecting the cities of GOP with the Oder (Odrzańska Waterway), and through it with the network of inland channels of Western Europe and the Baltic Sea.

There are about 480,000 entities of the national economy in the Silesia Voivodeship. 27 of the 200 largest Polish companies have their headquarters in the Silesia Voivodeship, incl. Tauron Polska Energia S.A. (energy sector), PPHU Specjał (FMCG trade), JSW (mining sector), Polish Mining Group (mining sector), Farmacol (drug distribution), Węglokoks (coal trade), Famur (electromechanical industry), Press Glass (production of insulated glass), Rafako (boiler production), Colian (confectionery) or Mostostal Zabrze (construction). Numerous natural resources, among others: zinc and lead deposits, methane, natural gas deposits, marl deposits, limestone, natural aggregate and hard coal, as well as medicinal, thermal and mineral waters.

The Opole Voivodeship is a region in which the number of inhabitants is systematically decreasing. The voivodship is located in southwestern Poland and borders with the Czech Republic (with the Moravian-Silesian and Olomouc countries) for a length of 192.4 km in the south, and with the following voivodships: Dolnośląskie, 193.7 km in the west, and Łódź, 56.2 km in the northeast, Śląskie at 230.9 km in the east, Greater Poland at 47.7 km in the north. The main river of the province is the Odra. The other larger rivers of the province are Mała Panew and Nysa Kłodzka.

In 2015, the Opole Voivodeship generated a gross domestic product worth PLN 37,774 million (in current prices, of which 28.4% was in the Nysa subregion, 71.6% in the Opolskie subregion), which accounted for 2.1% of the national value.

The Opole Voivodeship has a relatively well-developed and diverse transport infrastructure, and a significant density of road and rail network. The well-developed communication links of the Opole region (east-west) result from the location of the region in the third international corridor TEN-T, and are an invariable asset determining its competitiveness. However, significant difficulties appear in the north-south relationship, where no important transport corridor has developed. In 2014-2017, the length and density of motorways and expressways (in km and km / 100 km2) remained unchanged at 88 km and 0.94 km / 100 km2, while in Poland in the analysed period an increase in the value of indicators by 401 km was noted (length) and 0.13 km / 100 km2 (density).

Currently, the most important enterprises in the Opole Voivodeship are: the Azoty ZAK Group in Kędzierzyn-Koźle, ArcelorMittal Poland Branch in Zdzieszowice (the largest coke producer in Poland), Huta Małapanew in Ozimek (the oldest smelter operating in Poland), Kler in Dobrodzień, Przedsiębiorstwo Odrobów Confectionery "In Brzeg (one of the largest Polish confectionery companies), Itaka travel agency in Opole. Cooperative 'Pionier' in Prudnik and Opole Power Plant.

There are 798 km of operated railway lines in the Opole Voivodeship (14th place in the country), of which 362 km are single-track lines, while 436 km - two and more track lines. 440 km of railway lines are electrified (as at December 31, 2013). In 2017, a statistical resident of the Opole Voivodeship rode a train 5.3 times.

The Silesia Voivodeship is located on the area of 12 333.09 km^2, it is located in the Silesian Lowland, Silesian-Cracow Upland, Oświęcim Basin, West Beskids Foothills, Western Beskids. Wikipedia. The population is over 4.5 million. The capital of the province is Katowice.

The Opole Voivodeship, covering an area of 9412 km^2, is currently the smallest province in Poland. According to data from 30 June 2019, it was also the voivodship with the lowest number of inhabitants - 984 345 inhabitants. The seat of the voivodship authorities is Opole.

3.2.2. Identification of companies for the survey

In order to conduct surveys in companies, an analysis was made in terms of the quality of potential information on the performance of transport in the region. As a consequence, it was decided to orient the research group on companies offering transport services that provide transport in the region. In this way, it was assumed that it would be possible to clearly analyse the data without the need for indirect inference. The following strategy for conducting surveys was adopted:

- creating a database of companies based on information available on the internet;
- sending out surveys to associations of carriers in order to expand the research group;
- direct survey to employees of companies responsible for transport and logistics.

Consequently, several hundred surveys were sent out and distributed. The list of surveys sent via the Internet is attached.

There are 38 companies on the list, of which 7 are transport associations that were asked to send questionnaires to members of the associations. In the next table is presented sample of respondents of the demand survey according to the importance for the region and transported commodities.

Table 29 Example of list of requested companies - Poland

Number	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
1	PL010L2	transport	ZTE Sp. z o.o. Sp.K.	10	10.12.2019
2	PL010L2	transport	"Transport i Spedycja Miedzynarodowa	10	10.12.2019
3	PL010L2	transport	"Kadam" Karasinski Adam	10	10.12.2019
4	PL010L2	transport	Inter-Logistic Polska Sp. z o.o. - Firma spedycyjna, usługi transportowe	10	10.12.2019

Number	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
5	PL010L2	transport	Plus Logistics sp.j.	10	10.12.2019
6	PL010L2	transport	Polonia Logistyka Sp. z o.o.	10	10.12.2019
7	PL010L2	transport	"Przedsiębiorstwo Spedycyjno-Transportowe	10	10.12.2019
8	PL010L2	transport	POLBOD-TRANS Sp. z o.o."	10	10.12.2019
9	PL010L2	transport	SPEED SP. Z O.O. SP.K.	10	10.12.2019
10	PL010L2	transport	"PHU PAMAR TRANSPORT	10	10.12.2019

The whole list of respondents, who was sent questionnaire by electronic form with confirmation of delivery is in the Annex 9.

Unfortunately, despite the research strategy adopted in this way, using only direct, indirect and bundled channels, only one questionnaire was sent back, which was not fully completed.

3.3. Preparation and execution of the questionnaire survey in Slovakia

3.3.1. General description of the Žilina self-governing region

Žilina self-governing region is located in the North-West part of Slovakia and is the third largest region. Borders with Czech republic from the west, Poland from the North and with three other regions of the Slovakia: Trenčín, Banská Bystrica and Prešov. Žilina region include 5 sub-regions (Horné Považie, Kysuce, Litpov, Orava, Turiec) and 11 districts (Bytča, Čadca, Dolný Kubín, Kysucké Nové Mesto, Liptovský Mikuláš, Martin, Námestovo, Ružomberok, Turčianske Teplice, Tvrdošín, Žilina).

The basic indicators of Žilina self-governing region:

- Area: 6 809 km^2
- Population: 691 368 (2018)
- Population density: 101,52 inhabit./km^2 (2018)
- Regional GDP per capita: 13 315,62 EUR/inhabit. (2017)
- Unemployment: 4,04 % (2018)
- Average monthly salary: 911 EUR (2018)

Žilina region characterizes big share of industry with advanced building industry and perspective developing of services including services in the field of information and communication. This matter of fact results from the specifics of the region located in the mountainous environment with unsuitable conditions for agriculture development. This area began to acquire industrial character primarily after its railway connection to industrial area in Moravia and Silesia, as well as to the business and industry centres of the Austro-Hungarian Empire, which occurred in the 1870s.This character of the region is reinforced by it locations on the Baltic-Adriatic transport corridor, which follows the historic trade routes connecting the North and South of Europe (so-called Amber Road).

In term of structure of industry in the Žilina region, the automotive industry, machinery industry, metal processing, as well as the wood, cellulose, paper production and related products have a significant presence. Significant investments of transnational conglomerates in the region helped to increase the importance of the automotive industry, timber industry benefits once more from the region´s natural assets. Also important are the sector of electrical engineering, telecommunications, IT and informatics, which in turn can rely on a relatively well developed R&D environment and also on the tradition of the electrical industry. These industry sectors also belong to the most important at the national level. Since 2011, the production of motor vehicles, semi-trailers and trailers has maintained a dominant position in the reaction of added value and thus also in the contribution to GDP of industrial production in Slovakia. The second

position belongs to the production and processing of metals and the third one to the production of computer, electronic and optical products.

There were 22 507 enterprises in the Žilina region in 2017. Of these the largest number (6232) act in the wholesale segment and retail trade, repair of motor vehicles and motorcycles. Companies in this market segments make up 24,62% of all companies in Žilina region. This is followed by industry with a total number of 2805 companies and share of 11,08 % of all companies in the Žilina region. 2782 companies act in the segment expert and scientific activities with a total share of 10,99 % and 2598 companies operate in building industry with total share of 10,26 % of all companies in the Žilina region. There are 10,26 % of companies operating in the SR in the Žilina Region. Bratislava region have the largest share with 34,14 %. Based on these facts, it is possible to confirm the claim that the Žilina region has mainly an industrial character (Figure 28).

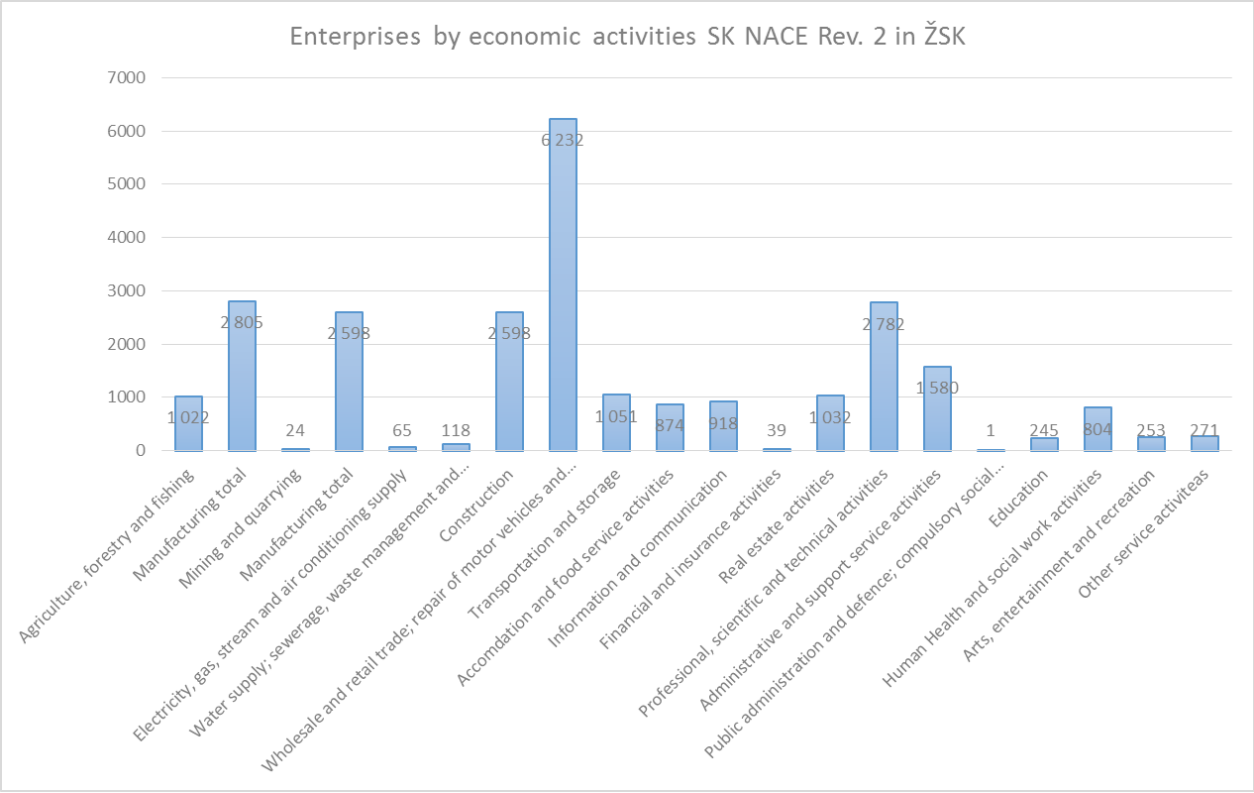


Figure 28 Structure of the enterprises by economic activities in Žilina region in 2017

Industry sector have also the biggest share on the employment in the Žilina region. More than 99 % of companies in Žilina region are private owned. From these more than 10 % of companies in Žilina region have abroad or international ownership structure in 2017, what is otherwise lower than average of SR (15,6 %), but reflects geographical location and current availability of region, whereby higher share of abroad ownership of companies are in Bratislava and near regions. The Košice region also has a slightly higher share of abroad and international ownership (11 %), which is mainly due to the important business and industrial centre in this region – Košice, which is also the second most populous city in Slovakia.

An overview of the most important industrial companies in Žilina region is provided in Table 30.

Table 30 Important companies in Žilina region

Company	Origin Country	Number of employees	Sector	Town
Mobis Slovakia	South Korea	1967	Automotive, axle & control panel production, brake systems	Gbeľany

Company	Origin Country	Number of employees	Sector	Town
Schaeffler Slovensko	Germany	4838	Automotive, bearings	Kysucké Nové Mesto
Sungwoo Hitech Slovakia	South Korea	725	Automotive, metal body parts	Žilina
Hyundai Dymos Slovakia	South Korea	383	Automotive	Žilina
Donghee Slovakia	South Korea	490	Automotive	Strečno
Trim Leader	USA	1124	Automotive	Košťany nad Turcom
KIA MOTORS SLOVAKIA	South Korea	3755	Automotive	Teplička nad Váhom
HBM Pharma	Latvia	303	Pharmaceutical Producers	Martin
Ryba Žilina	Slovakia	310	Food producers, meat	Žilina
Slovenské pramene a žriedla	Slovakia	313	Food producers, soft-drinks	Budiš
Stredoslovenská energetika	Czech republic	1745	Wholesale and retail sale of electric energy. Providing comprehensive services related to the distribution, supply and use of electricity.	Žilina
Mondi SCP	Rakúsko	1455	Manufacture of woodfree graphics and office papers. Production of cellulose.	Ružomberok
ŽOS Vrútky	Slovakia	1000	Production, modernization, repair of railway vehicles (motor railway units, electric railway units)	Vrútky
KINEX Bearings	Slovakia	1207	Production of double row bearings for water pumps of combustion engines, for spinning units of textile machines, for storing bicycle centers and flexible placings for textile bearings.	Bytča
Panasonic Industrial Devices Slovakia	Japan	1340	Production of TV tuners, battery charges, control boards for home appliances and speakers.	Trstená
Miba Sinter Slovakia	Austria	628	Automotive industry, components for engines, chassis and body	Dolný Kubín
ECCO Slovakia, a. s.	Denmark	1202	Manufacture of women´s and men´s leather shoes	Martin
Neografia	Slovakia	750	Polygraphic production. Printing of periodical, non-periodical publications.	Martin

Source: SARIO, OR SR

The main propulsion of industrial production growth both in the Slovak Republic and also Žilina region is mainly the automotive industry and related industries last decade. The share of automotive industry in the creation of added value of SR of 4,4 % is approximately three times higher than the EU 27 average and continues to grow. Also the share of employment in automotive industry increase on the whole employment. In the Žilina region are plants of two car companies (Kia Motors Slovakia and VOLKSWAGEN SLOVAKIA) from 4 car companies in Slovakia. On their production are linked tenths supplier companies, which can be divided into three levels. The first level suppliers supply directly to car producers. The second level suppliers are working according to the requirements of the companies from the first level and car producers themselves and the third level suppliers manufacture only basic components. With number of 39 supplier companies, the Žilina region ranks at the level of the Trenčín region, while more supply companies (43) are only in the Bratislava region. There is also the most important supplier of the first level in terms of achieved turnover and profit – MOBIS SLOVAKIA.

Žilina region crosses two multimodal corridors of core TEN-T Network, which will create basic framework of sustainable multimodal European transport network development to 2030:

- Baltic-Adriatic corridor: Gdynia – Gdansk – Katowice – Ostrava – Brno –Vienna; Katowice – Bielsko-Biala – Žilina – Bratislava – Vienna – Graz – Triest – Koper and Triest – Venice – Bologna – Ravenna; in Žilina region: railway sections – Žilina – Bytča (track no. 106), Žilina – Čadca – Mosty u Jablunkova (track no. 106), Čadca – Zwardon (track no. 114), motorways D1, D3, part of expressway R3 from Martin to South border of region and planned Vah inland waterway.
- Rhine-Danube corridor: Přerov – Ostrava – Žilina; Zlín – Žilina a Žilina – Košice – borders SK/UA; in Žilina region: railway section Žilina – Vrútky – Ružomberok – Liptovský Mikuláš – Liptovský Hrádok – Važec (track no. 106, 105) and motorway D1.

According to the AGTC agreement both corridors in the Žilina region compile also important transport lines of intermodal transport.

The TEN-T Comprehensive Network, which will be a pan-European transport network ensuring the availability and interconnection of all regions within the EU, including outlying and distant regions, forms in Žilina region planned expressway: R5, R3 – from intersection with D1 to border with Poland an R1.

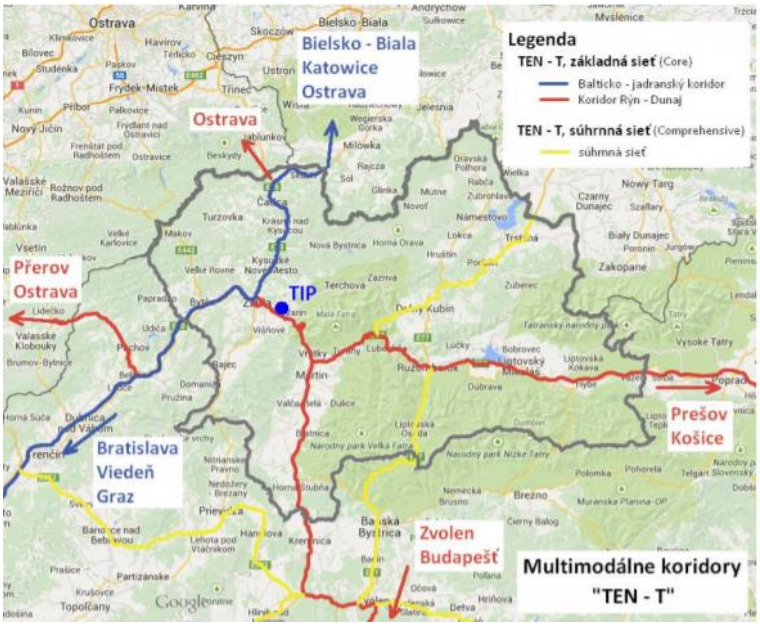


Figure 29 Map of TEN-T corridors in Žilina region (source: Program hospodárskeho a sociálneho rozvoja ŽSK 2014-2020) – blue (Baltic-Adriatic corridor), red (Rhine-Danube corridor), yellow (Comprehensive TEN-T network)

3.3.2. Identification of companies for the survey

For the needs of the questionnaire survey it was necessary to create a database of the company that will be relevant to the questioning within the whole territory of the Slovak Republic. The creation of the list of companies was based on the database of the Slovak Investment and Trade Development Agency (SARIO), the Slovak Chamber of Commerce and Industry and other interest associations operating in individual sectors of the national economy, such as the Slovak Republic. Association of Logistics and Forwarding SR (ZLZ SR), ČESMAD, Automotive Industry Association of the Slovak Republic (ZAP SR) and others. Detailed data on individual companies (contact, location, address) were obtained by analytical search on the websites of individual companies. When selecting the companies, data on the annual turnover of the company, the number of persons employed and the industry was taken into account.

Based on these criteria, it was created a list of 575 companies to which a questionnaire for completion was sent. The questionnaire was sent electronically to all companies on the list 3.7.2018. Already when sending questionnaires, the number of companies was reduced because 100 companies could not finish the questionnaire on the ground of their not updated contact details. The monitored sample of companies receiving the questionnaire was 475.

The following figure illustrates the location of respondents who received electronic questionnaires (Figure 31).

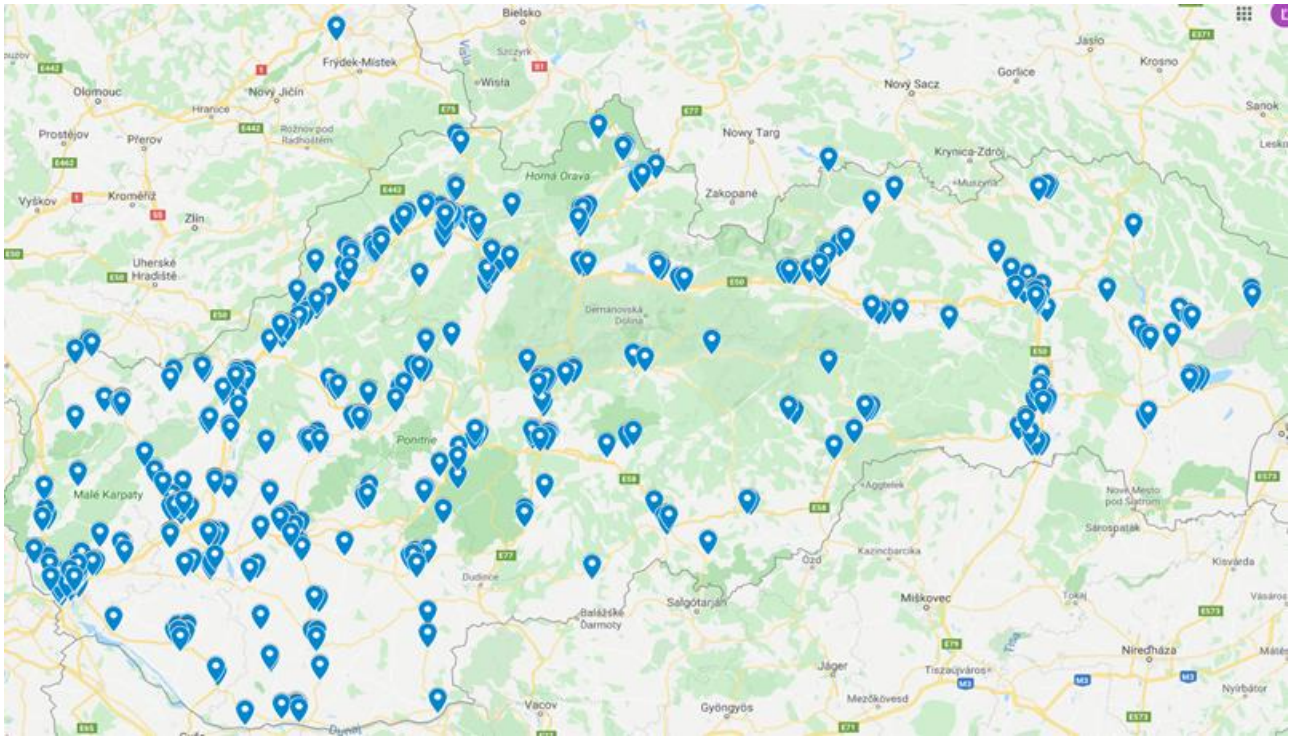


Figure 30 Location of requested respondents

In the next table is presented sample of respondents of the demand survey according to the importance for the region and transported commodities.

Table 31 Example of list of requested companies - Slovakia

Number	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
1	Žilina	industry	Kia Motors Slovakia, s.r.o.	9	3.7.2018
2	Žilina	industry	Mobis Slovakia, s.r.o.	6	3.7.2018
3	Prešov	industry	Tatramat – ohrievače vody, s.r.o., Poprad	9	3.7.2018
4	Prešov	industry	Chemes, a.s., Humenné	4	3.7.2018
5	Nitra	store	Gamex Trading, s.r.o., Komárno	8	3.7.2018
6	Nitra	store	COOP Jednota Nové Zámky, s.d., Nové Zámky	2	3.7.2018
7	Bratislava	store	Tesco Stores SR, a.s., Bratislava	2	3.7.2018
8	Bratislava	store	Phoenix Zdravotnícke zásobovanie, a.s., Bratislava	2	3.7.2018
9	Trnava	transport	Railtrans International, a.s., Leopoldov	10	3.7.2018
10	Trnava	transport	HTNS Slovakia, s.r.o., Galanta	10	3.7.2018

Number	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
11	Trenčín	transport	B.T. Transport, s.r.o., Trenčín	10	3.7.2018
12	Košice	transport	DeutschMann Internationale Spedition, s.r.o., Trebišov	10	3.7.2018

The whole list of respondents, who was sent questionnaire by electronic form with confirmation of delivery is in the Annex 9.

Concerning the low number of received answers in share to successful sent questionnaires (approximately 0,6%) were not the results of demand survey accepted as suitable sample for freight transport analysis and demand survey was considered a unsuccessful.

ANNEXES

Annex 1	Questionnaire for border crossing survey (electronic annex – xlsx)
Annex 2	Questionnaire traffic survey on the border crossings – language mutations of the questionnaire
Annex 3	Examples of filling questionnaire within questionnaire traffic survey at border crossing
Annex 4	Schematic plans of temporary traffic signs at respective border crossings
Annex 5	Questionnaire traffic survey on the border crossings – requests and opinions of relevant authorities within the permitting process: SK-CZ, SK-PL
Annex 6	Questionnaire traffic survey on the border crossings – requests and opinions of relevant authorities within the permitting process: CZ-PL
Annex 7	Filled questionnaires from traffic survey on border crossings SK-CZ, SK-PL, CZ-PL (electronic annex – xlsx) – separate files
Annex 8	Questionnaire for demand survey (electronic annex – xlsx)
Annex 9	List of requested companies

ANNEX 1

QUESTIONNAIRE FOR BORDER CROSSING SURVEY (ELECTRONIC ANNEX – XLSX)

ANNEX 2

QUESTIONNAIRE TRAFFIC SURVEY ON THE BORDER CROSSINGS - LANGUAGE MUTATIONS OF THE QUESTIONNAIRE

SK

Interreg CENTRAL EUROPE TRANS TRITIA European Union European Regional Development Fund

ANKETOVÝ DOPRAVNÝ PRIESKUM – PROJEKT TRANS TRITIA

1. ZAČIATOK CESTY (ODKIAĽ?)
2. CIEĽ CESTY (KAM?)
3. TRASA (KADIAĽ - MAPA)
4. FREKVENCIA CIEST (AKO ČASTO?)

PRAVIDELNE	NEPRAVIDELNE
DENNE	1 x ROČNE
3 x TÝŽDEŇ	1-5 x ROČNE
1 x TÝŽDEŇ	5-10 x ROČNE
MENEJ ČASTO	> 10 x ROČNE

GB

QUESTIONNAIRE SURVEY – TRANS TRITIA PROJECT

1. ORIGIN OF TRIP (FROM WHERE? - MAP)
2. DESTINATION OF TRIP (TO? - MAP)
3. ROUTE OF TRIP (WHICH WAY - MAP)
4. FREQUENCY OF TRIPS (HOW OFTEN?)

REGULARLY	IRREGULARLY
DAILY	1 x YEAR
3 x WEEK	1-5 x YEAR
1 x WEEK	5-10 x YEAR
LESS FREQUENTLY	> 10 x YEAR

DE

VERKEHRSUNTERSUCHUNG – TRANS TRITIA PROJEKT

1. START DER FAHRT (WOHER? - KARTE)
2. ZIEL DER FAHRT (WOHIN? - KARTE)
3. TRASSE DER FAHRT (DIE ART UND WEISE-KARTE)
4. HÄUFIGKEIT DER FAHRTEN (WIE OFT?)

REGELMÄßIG	UNREGELMÄßIG
TÄGLICH	1 x JAHR
3 x WOCHE	1-5 x JAHR
1 x WOCHE	5-10 x JAHR
SELTENER	> 10 x JAHR

PL

BADANIE ANKIETOWE – PROJEKT TRANS TRITIA

1. POCZĄTEK TRANSPORTU (SKĄD? - MAPA)
2. CEL TRANSPORTU (GDZIE? - MAPA)
3. TRASA TRANSPORTU (W JAKI SPOSÓB-MAPA)
4. CZĘSTOTLIWOŚĆ WYJAZDÓW (JAK CZĘSTO?)

REGULARNIE	NIEREGULARNIE
CODZIENNIE	1 x ROK
3 x w TYGODNIU	1-5 x ROK
1 x w TYGODNIU TYGODZIEŃ	5-10 x ROK
MNIEJ CZĘSTO	> 10 x ROK

HU

KÉRDŐÍVES FELMÉRÉS – TRANS TRITIA PROGRAM

1. EREDETE SZÁLLÍTÁS (AHONNAN? - TÉRKÉP)
2. SZÁLLÍTÁSI CÉL (AHOL? - TÉRKÉP)
3. SZÁLLÍTÁSI ÚTVONAL (MILYEN MÓDON - TÉRKÉP)
4. GYAKORISÁGÁNAK UTAZÁSOK (MILYEN GYAKRAN?)

RENDSZERESEN	SZABÁLYTALAN
NAPONTA	1 x ÉV
3 x HÉT	1-5 x ÉV
1 x HÉT	5-10 x ÉV
RITKÁBBAN	> 10 x ÉV

TR

ANKET – TRANS TRITIA PROJE

1. YOLCULUĞUN KÖKENI (NEREDEN? - HARITA)
2. YOLCULUĞUN VARIŞ (NEREDE? - HARITA)
3. SEYAHAT YOLU (HANGI YOLU - HARITA)
4. GEZILER SIKLIĞI (NE SIKLIKTA?)

DÜZENLI	DÜZENSIZ
GÜNLÜK	1 x YIL
3 x HAFTA	1-5 x YIL
1 x HAFTA	5-10 x YIL
DAHA AZ SIKLIKTA	> 10 x YIL

RU

Interreg CENTRAL EUROPE TRANS TRITIA
European Union European Regional Development Fund

ОПРОСЫ – ТРАНС ТРИТА ПРОЕКТ

1. ПРОИСХОЖДЕНИЕ ПОЕЗДКИ (ОТКУДА? - КАРТА)
2. НАЗНАЧЕНИЯ ПОЕЗДКИ (ГДЕ? - КАРТА)
3. МАРШРУТ ПЕРЕВОЗКИ (В КАКУЮ СТОРОНУ - КАРТА)
4. ЧАСТОТА ПОЕЗДОК (КАК ЧАСТО?)

РЕГУЛЯРНО	НЕРЕГУЛЯРНО
ЕЖЕДНЕВНО	1 x ГОД
3 x НЕДЕЛЯ	1-5 x ГОД
1 x НЕДЕЛЯ	5-10 x ГОД
РЕЖЕ	> 10 x ГОД

LT

EISMO APKLAUSA – TRANS TRITIA PROJEKTAS

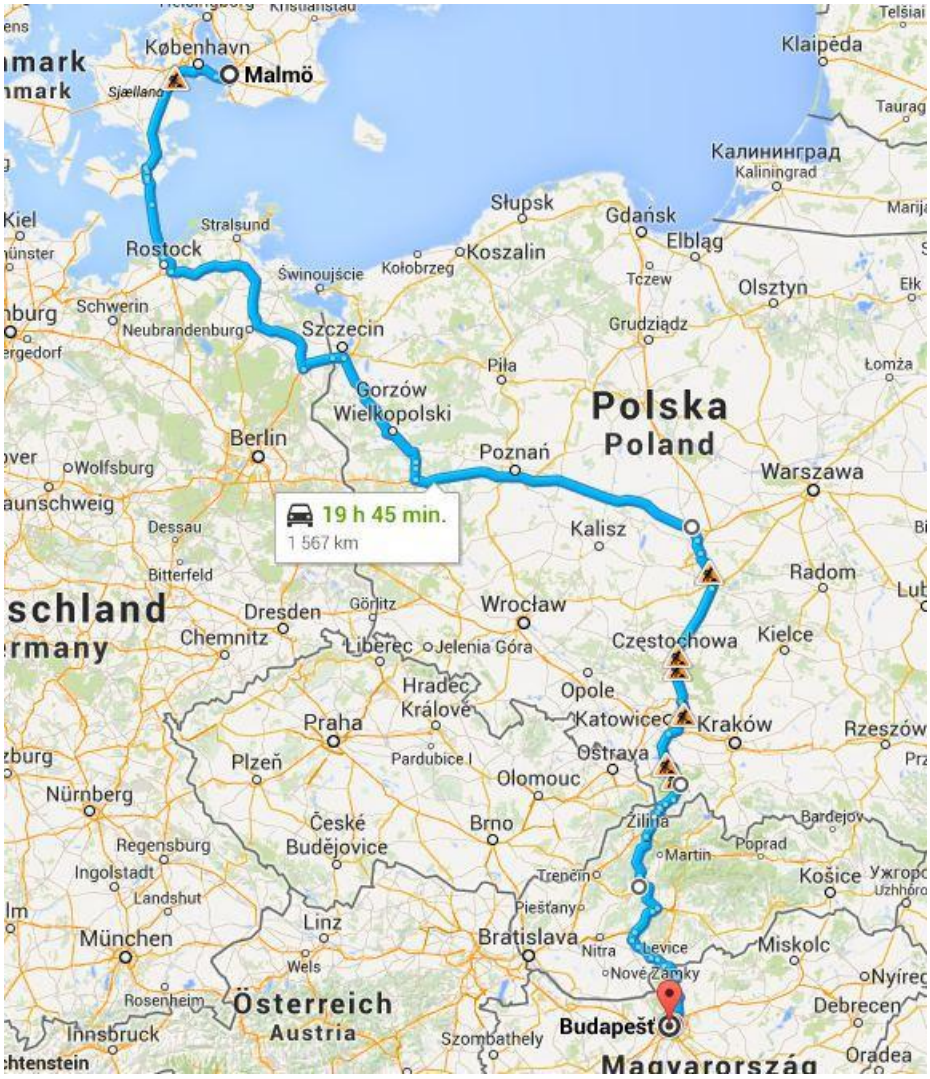
1. KILMĖ KELIONĖS (IŠ KUR? - ŽEMĖLAPIS)
2. PASKIRTIES KELIONĘ (KUR? - ŽEMĖLAPIS)
3. MARŠRUTAS KELIONĖS (KURIS BŪDAS - ŽEMĖLAPIS)
4. DAŽNUMAS (KAIP DAŽNAI?)

REGULIARIAI	NEREGULIARIAI
KASDIEN	1 x METŲ
3 x SAVAITĖ	1-5 x METŲ
1 x SAVAITĖ	5-10 x METŲ
REČIAU	> 10 x METŲ

ANNEX 3

EXAMPLES OF FILLING QUESTIONNAIRE WITHIN QUESTIONNAIRE TRAFFIC SURVEY AT BORDER

1. Malmö – Budapest



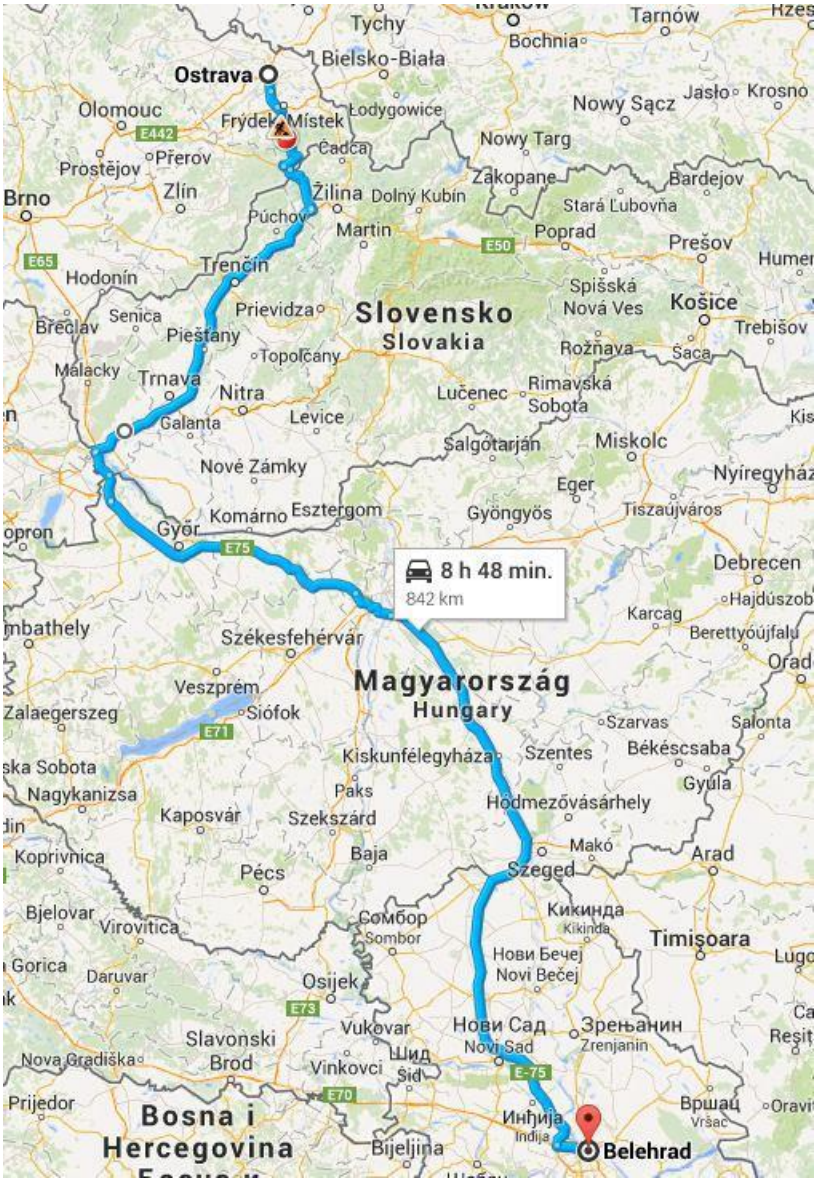
Origin: Malmö: in left column origin of the transport surveyor will write to according to coding key: **E2** (Sweden like Scandinavian country represents code E2)

Destination: Budapest: in the right column destination of the transport surveyor will write to according to coding key: **E18**

Route – according to the coding key: described at the basis of coding key: **P31, P29, P28, P25, P24, P17, P19, S6, S7, S2, S19, S16**

Origin	Destination	Route – according to the coding key
E2	E18	P31, P29, P28, P25, P24, P17, P19, S6, S7, S2, S19, S16

2. Ostrava – Belgrade



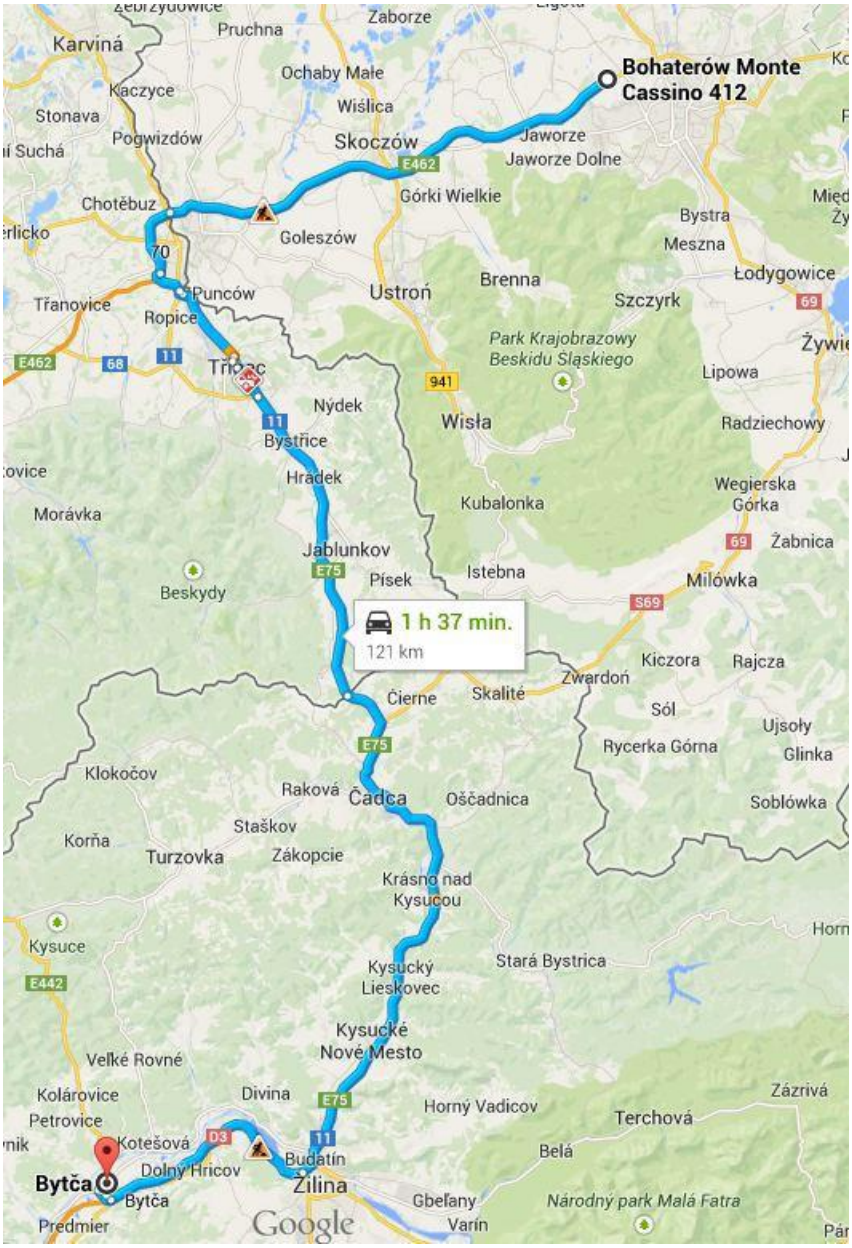
Origin: I enter a code for Ostrava district: **C1F**

Destination: Belgrade: in the right column destination of the transport surveyor will write to according to coding key: E13 (code E13 belongs to the former Yugoslavia countries)

Route - according to the coding key: described at the basis of coding key: **C17, S5, S1**

Origin	Destination	Route - according to the coding key
C1F	E13	C17, S5, S1

3. Bielsko-Biala – Bytča



Origin: I enter a code for subregion Bielsko-Biala: **P1H**

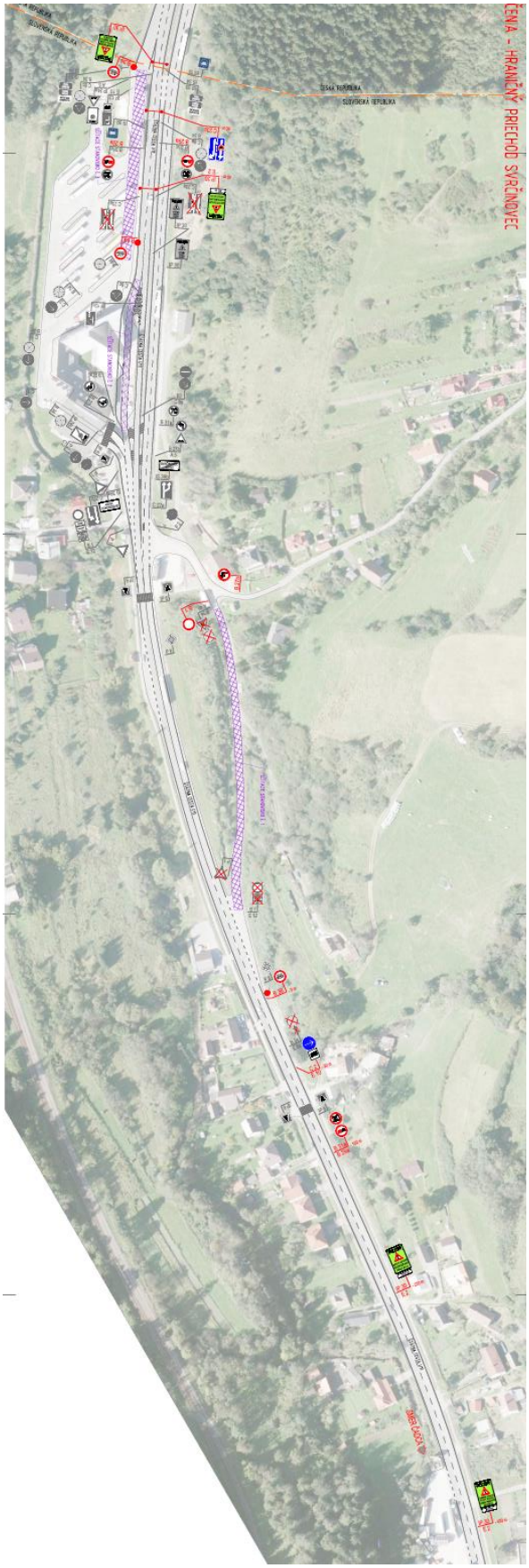
Destination: I enter a code for district Bytča: **S1B**

Route - according to the coding key: described at the basis of coding key: **P18, C16, C15, S6, S7, S2, S1**

Origin	Destination	Route - according to the coding key
P1H	S1B	P18, C16, C15, S6, S7, S2, S1

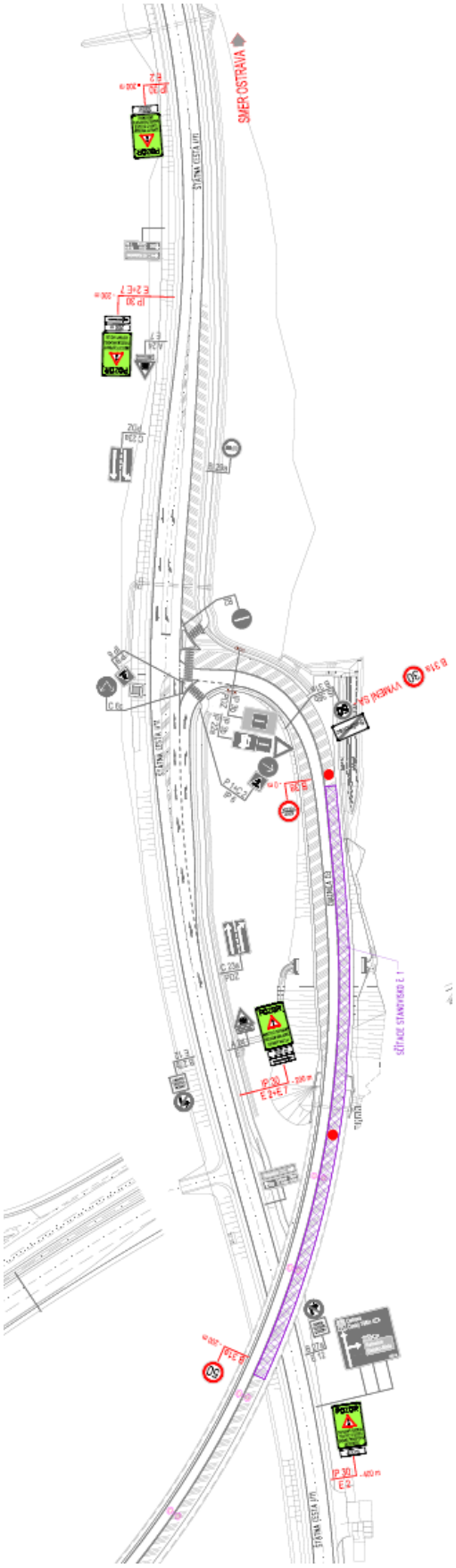
ANNEX 4

SCHEMATIC PLANS OF TEMPORARY TRAFFIC SIGNS AT RESPECTIVE BORDER CROSSINGS

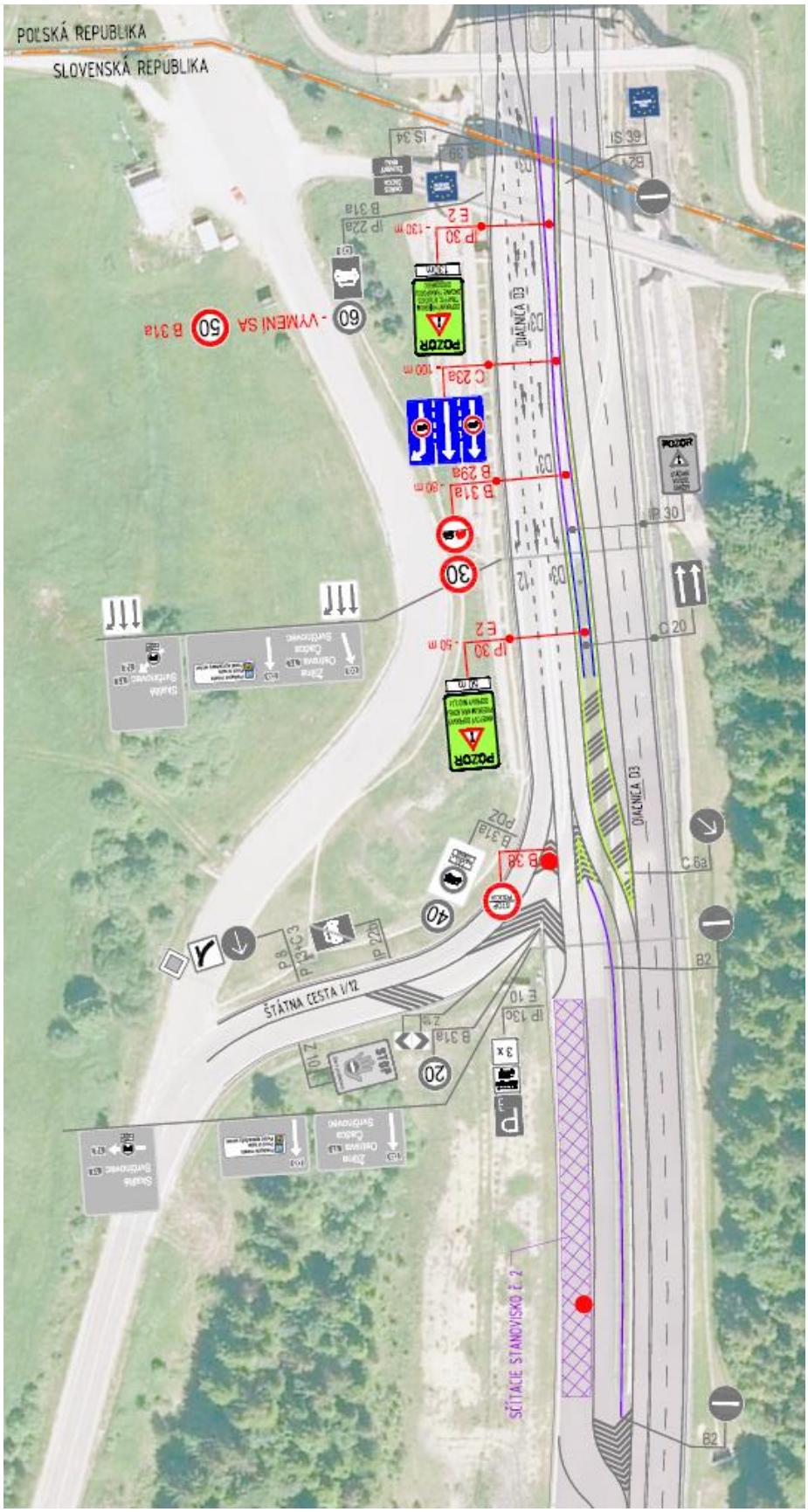


I/11 Svrčinovec – Mosty u Jablunkova (SK-CZ)

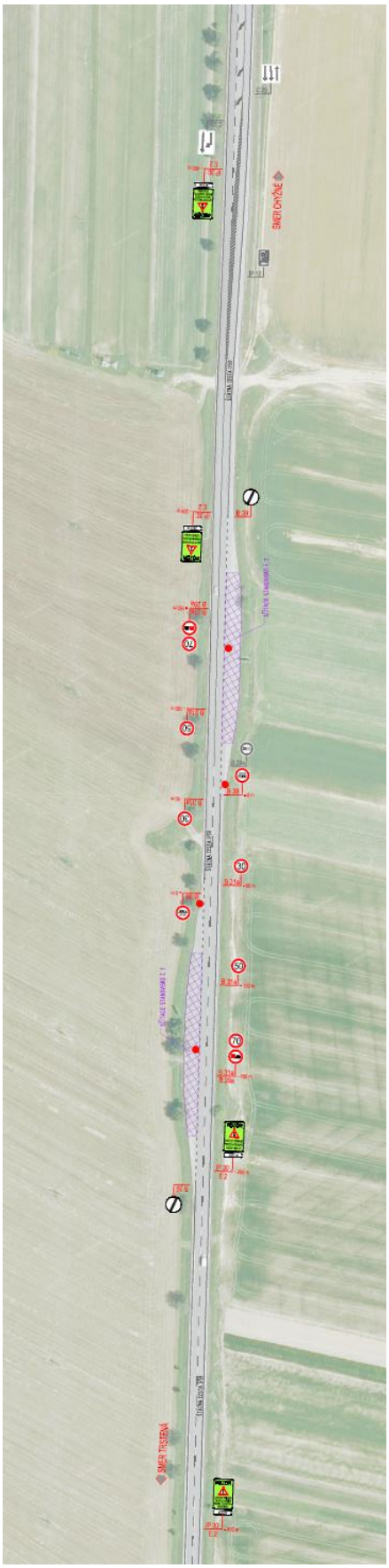
I/10-I/35 Makov – Bíla Bumbálka (SK-CZ)



D3-S1 Skalité – Zwardoń - counting site 1 (SK-PL)



D3-S1 Skalité – Zwardoń - counting site 2 (SK-PL)



I/59-7 Trstená – Chyzne (SK-PL)

I/57 - 41 Bartultovice-Vysoká – Trzebina (CZ-PL)

I/48-52 Český Těšín – Czieszyn (CZ-PL)

D1-A1 Antošovice/Šilheřovice (CZ-PL)

ANNEX 5

QUESTIONNAIRE TRAFFIC SURVEY ON THE BORDER CROSSINGS - REQUESTS AND OPINIONS OF RELEVANT AUTHORITIES WITHIN THE PERMITTING PROCESS: SK-CZ, SK-PL

Approval of the demand survey on the border crossing I/10 Makov, I/11 Svrčinovec, I/59 Trstená

KRAJSKÉ RIADITEĽSTVO POLICAJNÉHO ZBORU V ŽILINE

Krajský dopravný inšpektorát
Kuzmányho č. 26, 012 23 Žilina

FIDOP s. r. o.
Jánošíková 21
010 01 Žilina

Váš list číslo/zo dňa	Naše číslo	Vybavuje/linka	Žilina
3430/2018/Ga /15.06.2018	KRPZ-ZA-KDI2-39-074/2018	npor. Ing. Michal Svrček /2511	24.08.2018

Vec
„Žiadosť o stanovisko k projektovej dokumentácií a návrhu prenosného dopravného značenia pre potreby určenia prenosného dopravného značenia počas anketového prieskumu na hraničných priechodoch v Žilinskom samosprávnom kraji"
- záväzné stanovisko

Krajský dopravný inšpektorát Krajského riaditeľstva Policajného zboru v Žiline (ďalej len „KDI Žilina") prijal Vašu žiadosť o stanovisko k projektovej dokumentácii pre určenie dopravného značenia z dôvodu realizácie anketového prieskumu na hraničných priechodoch v Žilinskom samosprávnom kraji, ktorej súčasťou je projektová dokumentácia vypracovaná pod zodpovedným projektantom Ing. Róbertom Gavulom v júni 2018, ktorej predmetom je osadenie dopravného značenia na cestách I/10, I/11 a I/59.

Po oboznámení sa s predmetnou žiadosťou KDI Žilina k vydaniu určenia dopravných značiek podľa §3 ods. 4 písm. d) a zvláštnemu užívaniu podľa §8 zákona č. 135/1961 Z. z. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov pre potreby Okresného úradu Žilina, Odbor cestnej dopravy a pozemných komunikácií vydáva nasledovné **záväzné stanovisko**.

KDI Žilina s vydaním určenia dopravných značiek a zvláštnemu užívaniu ciest I/10,I/11 a I/59 **súhlasní** za nasledovných podmienok:

1. použitie dopravných značiek zabezpečiť v súlade so schválenou projektovou dokumentáciou a zákonom č. 8/2009 Z. z. o cestnej premávke a o zmene a doplnení niektorých zákonov v znení neskorších predpisov, vyhláškou č. 9/2009 Z. z., ktorou sa vykonáva zákon o cestnej premávke a o zmene a doplnení niektorých zákonov v znení neskorších predpisov, STN 01 8020 (Dopravné značky na pozemných komunikáciách) a s platnými technickými predpismi,
2. dopravné značky použiť len v rozsahu a takým spôsobom, ako to nevyhnutne vyžaduje bezpečnosť a plynulosť cestnej premávky a len v nevyhnutnom čase splňujúcom účel, na ktorý boli navrhnuté,
3. realizácia prenosného dopravného značenia bude zabezpečená odborne spôsobilou osobou podľa §45 zákona č. 50/1976 Zb. o územnom plánovaní a stavebnom poriadku v znení neskorších predpisov,
4. trvalé dopravné značenie, ktoré by bolo v rozpore žiadame prekryť a po skončení prieskumu uviesť do pôvodného stavu,

5. žiadame vopred oznámiť na KDI v Žiline čas osadenia prenosného dopravného značenia (č. tel. 0961402514 alebo 0961402511),
6. žiadateľ po skončení prác zabezpečí odstránenie prenosného dopravného značenia, čo oznámi na KDI Žilina.

KDI Žilina si vyhradzuje právo stanoviť dodatočné podmienky alebo uložené podmienky zmeniť, ak si to vyžiada bezpečnosť a plynulosť cestnej premávky alebo verejný záujem.

Na vedomie
Okresný úrad Žilina, OCDaPK, Ul. Vysokoškolákov 8556/33B, Žilina

12.
mjr. Mgr. Michal Mika
riaditeľ

SLOVENSKÁ SPRÁVA CIEST

Žilinská univerzita v Žiline
Ing. Danišovič, PhD.
Univerzitná 8215/1
010 26 Žilina

Váš list číslo/zo dňa:	Naše číslo:	Vybavuje/linka:	Žilina:
	SSC/7317/2018/6470/26766	Ing. Rudincová / 041 507 46 21	30.08.2018

Vec: ***Anketový dopravný prieskum nákladnej dopravy na hraničných priechodoch***
Svrčinovec (SK) – Mosty u Jablunkova (CZ), štátna cesta I/11
Makov (SK) - Bila/Bumbálka (CZ), štátna cesta I/10
Trstená (SK) – Chyžne (PL), štátna cesta I/59
- *stanovisko k uskutočneniu dopravného prieskumu*
- *stanovisko k vydaniu záväzných povolení v súlade so zákonom č. 135/1961 Zb.*

Predmetom žiadosti je uskutočnenie 12 hodinového anketového dopravného prieskumu vozidiel nad 3,5 tony na uvedených hraničných priechodoch. Prieskum je organizovaný v rámci medzinárodného projektu TRANS TRITIA. Súvisiace dočasné dopravné značenie bolo odsúhlasené KRPZ KDI Žilina. Prieskum bude prebiehať za účasti policajného zboru.

Predpokladaný termín je 1 deň v období od 25.09. – 27.09.2018 v závislosti od klimatických podmienok. Riešiteľ úlohy: Ing. Peter Danišovič, PhD., tel.:0902 259 756.

SSC IVSC Žilina súhlasí s uskutočnením anketového dopravného prieskumu na hraničných priechodoch a s vydaním záväzných povolení v súlade so zákonom č. 135/1961 Zb. v prípade rešpektovania nasledovných podmienok:

a) Upozorňujeme na skutočnosť, že úsek cesty I/11, hraničný priechod Svrčinovec je v správe NDS a.s., preto je potrebné požiadať o stanovisko NDS a.s. – SSÚR Čadca.

b) Riešiteľ prieskumu je povinný v súlade so zákonom č. 135/1961 Zb. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov, požiadať cestný správny orgán Okresný úrad Žilina, Odbor cestnej dopravy a pozemných komunikácií o povolenie na zvláštne užívanie dotknutých úsekov ciest a o vydanie určenia prenosného dopravného značenia.

c) Za bezpečnosť účastníkov cestnej premávky na dotknutých úsekoch ciest je zodpovedný riešiteľ úlohy. Zároveň je zodpovedný za prípadné škody vzniknuté na cestnom telese a za škody vzniknuté akciou tretím osobám.

d) Toto povolenie nenahrádza iné povolenia podľa všeobecne platných právnych noriem.

S pozdravom

SLOVENSKÁ SPRÁVA CIEST
INVESTIČNÁ VÝSTAVBA A SPRÁVA CIEST
Martina Rázusa 104/A
010 01 ŽILINA

PhDr. Ivan Brečka
riaditeľ IVSC – Žilina

Slovenská správa ciest
IVSC Žilina
M. Rázusa 104/A
010 01 Žilina

Tel.: 041/5074 611
Fax: 041/5074 626
www.ssc.sk

IČO 003328
DIČ 2021067785

OKRESNÝ ÚRAD ŽILINA

odbor cestnej dopravy a pozemných komunikácií
Vysokoškolákov 8556/33B, 010 08 Žilina

Č.s. : OU-ZA-OCDPK-2018/035516/2/BIL v Žiline dňa 17.09.2018
Stupeň dôvernosti: VJ

Okresný úrad Žilina, odbor cestnej dopravy a pozemných komunikácií, ako vecne a miestne príslušný cestný správny orgán podľa ustanovení §3 ods.4 zákona č. 135/1961 Zb. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov, po preskúmaní žiadosti *Žilinskej univerzity v Žiline, ul. Univerzitná 8215/1 010 26 Žilina* o vydanie rozhodnutia na zvláštne užívanie pozemnej komunikácie z dôvodu 12-hodinového anketového prieskumu nákladnej dopravy na hraničných priechodoch v žilinskom kraji : cesta I/11 hr.pr. SK/CZ Svrčinovec, cesta I/10 hr.pr. SK/CZ Makov a cesta I/59 hr.pr. SK/PL Trstená, vydáva podľa §46 zákona č. 71/1967 Zb. o správnom konaní (správny poriadok) v znení neskorších predpisov

r o z h o d n u t i e
na zvláštne užívanie pozemnej komunikácie.

Okresný úrad Žilina, odbor cestnej dopravy a pozemných komunikácií v zmysle §8 zákona č.135/1961 Zb. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov a §11 ods.1 vyhlášky č. 35/1984 Zb., ktorou sa vykonáva cestný zákon a na základe súhlasného stanovísk Krajského riaditeľstva policajného zboru SR, Krajského dopravného inšpektorátu Žilina a majetkového správcu dotknutej pozemnej komunikácie Slovenskej správy ciest, Investičnej výstavby a správy ciest Žilina

p o v o ľ u j e

zvláštne užívanie pozemnej komunikácie resp. jej súčasti (pozostávajúce z umiestnenia meracieho stanovišťa pre účely vykonania 12-hodinového anketového prieskumu nákladnej dopravy na hraničných priechodoch v žilinskom kraji : cesta I/11 hr.pr. SK/CZ Svrčinovec, cesta I/10 hr.pr. SK/CZ Makov a cesta I/59 hr.pr. SK/PL Trstená, bez zásahu do vozovky s minimálnym obmedzením cestnej premávky za dodržania nasledovných podmienok:

1. Zber dopravno-inžinierskych dát sa uskutoční na uvedených hraničných priechodoch v trvaní 12 hodín na každom hraničnom priechode v rámci nižšie uvedeného termínu.
2. Cestný správny orgán týmto zároveň v súlade s §3, ods.4, písm. d) cestného zákona určuje použitie prenosných dopravných značiek a zariadení na ceste I/10, I/11 a I/59 v zmysle projektu zodp. projektanta Ing. Petra Vonša (FIDOP, s.r.o., Žilina) „Anketový dopravný prieskum ND na hraničnom priechode Svrčinovec (SK) - Mosty u Jablunkova (CZ) št.cesta I/11; resp. Makov (SK) - Bílá (CZ) št.cesta I/10 a Trstená (SK) – Chyžné (PL), št.cesta I/59", odsúhlasených Krajským dopravným inšpektorátom v Žiline pod č. KRPZ-ZA-KDI2-39-074/2018 zo 247.08.2018 s podmienkami :
   - *vyobrazenie a rozmery dopravných značiek budú v zmysle STN 018 020 a jej zmien a Vyhlášky MV SR č. 9/2010 Z. z., ktorou sa vykonáva zákon č. 8/2010 Z. z. o cestnej premávke a o zmene a doplnení niektorých zákonov,*
   - *dopravné značky budú osadené na náklady žiadateľa v zmysle platných technických podmienok pre používanie dopravného značenia na pozemných komunikáciách schválených MDVRR SR,*
   - *prenosné dopravné značenie a dopravné zariadenia budú umiestnené počas výkonu jednotlivých anketových prieskumov; prieskumy sa uskutočnia v rámci uvedeného termínu,*
   - *žiadateľ je povinný termíny osadenia dopravného značenia na jednotlivých hraničných priechodoch nahlásiť vopred na SSC IVSC Žilina, resp. NDS, SSUR Čadca, KDI Žilina a tunajší úrad.*
   - *k osadeniu DDZ bezprostredne pred začatím prác bude prizvaný zástupca KR PZ SR KDI Žilina.*
3. Žiadateľ je povinný rešpektovať ďalšie spresňujúce alebo doplňujúce pokyny KDI Žilina. Existujúce dopravné značenie, ktoré je v rozpore s dočasným dopravným značením bude zakryté a po skončení prieskumu uvedené do pôvodného stavu.
4. V prípade potreby regulácie premávky resp. zastavovania vozidiel na predmetných cestách žiadateľ zabezpečí spôsobilé a náležite vystrojené osoby (min. 2 osoby).
5. **Termín prieskumu: 25.–27. septembra 2018 od 06.00 do 18.00 hod.** (podľa klimatických podmienok) -žiadateľ 3dni vopred upresní dátum prieskumu na jednotlivých hraničných priechodoch

6. Dodržať podmienky stanovené v stanovisku KR PZ SR KDI Žilina č. p. KRPZ-ZA-KDI2-39-074/2018 z 24.08.2108, ako aj stanovisku SSC Bratislava č. SSC/7317/2018/6470/26766 z 30.08.2018 resp. NDS, a.s., Bratislava č. 6344/82143/40603/2018 zo 06.09.2018 v plnom rozsahu.
7. Za dodržanie podmienok tohto rozhodnutia je zodpovedný :
   - *Ing. Peter Danišovič, PhD., Žilinská univerzita v Žiline, ul. Univerzitná 8215/1, 010 26 Žilina č.tel. 0902 259 756.*
8. Žiadateľ je povinný na výzvu majetkových správcov komunikácií v prípade mimoriadnych udalostí a iných nepredvídateľných okolností ukončiť zber anketové prieskumy a obnoviť ich až po súhlase správcu dotknutej komunikácie.
9. Pri nedodržaní stanovených podmienok uplatní Okresný úrad Žilina, odbor cestnej dopravy a pozemných komunikácií voči žiadateľovi sankčný postih v zmysle §22a zákona č.135/1961 Zb. o pozemných komunikáciách v úplnom znení neskorších predpisov.
10. Cestný správny orgán si vyhradzuje právo toto rozhodnutie kedykoľvek zmeniť a doplniť, ak si to vyžiada všeobecný záujem.
    Toto povolenie nenahradzuje iné povolenia podľa všeobecne platných právnych noriem.

Za vydanie rozhodnutia bol vybratý správny poplatok podľa položky 82 písm. b) Sadzobnika tvoriaceho prílohu zákona č. 145/1995 Z. z. o správnych poplatkoch v znení neskorších predpisov vo výške *120,-€* (slovom spolu: jednostodvadsať eur) formou bankového prevodu.

ODÔVODNENIE

Okresný úrad Žilina, odbor cestnej dopravy a pozemných komunikácií preskúmal predloženú žiadosť *Žilinskej univerzity v Žiline, ul. Univerzitná 8215/1 010 26 Žilina* o vydanie rozhodnutia na zvláštne užívanie pozemnej komunikácie z dôvodu 12-hodinového anketového prieskumu nákladnej dopravy na hraničných priechodoch v žilinskom kraji : cesta I/11 hr.pr. SK/CZ Svrčinovec, cesta I/10 hr.pr. SK/CZ Makov a cesta I/59 hr.pr. SK/PL Trstená, bez zásahu do vozovky a čiastočným obmedzením cestnej premávky a na jej základe rozhodol tak, ako je uvedené vo výrokovej časti tohto rozhodnutia. V rámci tohto povolenia cestný správny orgán zároveň určil použitie dočasných dopravných značiek a zariadení súvisiacich s realizáciou predmetných anketových prieskumov.

POUČENIE

Proti tomuto rozhodnutiu sa môžu účastníci konania podľa §53 a §54 zákona č.71/1967Zb. o správnom konaní v znení neskorších predpisov odvolať do 15 dní odo dňa jeho doručenia na Okresný úrad Žilina, odbor cestnej dopravy a pozemných komunikácií. Po vyčerpaní riadnych opravných prostriedkov môže toto rozhodnutie v zmysle §6, ods.1 a ods.2, písm. a) zákona č.162/2015Z.z. o správnom súdnom poriadku preskúmať správny súd.

Rozhodnutie dostanú:
Žilinská univerzita v Žiline, ul. Univerzitná 8215/1 010 26 Žilina
SSC IVSC Žilina, M.Rázusa 104/A, 010 01 Žilina
NDS, a.s., Bratislava
Na vedomie:
KR PZ SR KDI Žilina

Okresný úrad Žilina 56

Ing. Marián Vranka
vedúci odboru

Approval of the demand survey on the border crossing D3 Skalité

MINISTERSTVO VNÚTRA SLOVENSKEJ REPUBLIKY

PREZÍDIUM POLICAJNÉHO ZBORU

odbor dopravnej polície

Račianska 45, 812 72 Bratislava

MDaV Slovenskej republiky
sekcia cestnej dopravy a pozemných komunikácií
Námestie slobody č. 6.
P. O. BOX č. 100
810 05 Bratislava

Váš list číslo/zo dňa	Naše číslo	Vybavuje/linka	Bratislava
	PPZ-ODP2-2018/042766-002	mjr. Ing. Jozef Kolárik	16. 08. 2018

Vec
Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode SKALITÉ (SK) – ZWARDOŇ (PL), diaľnica D3, Dočasné dopravné značenie
- stanovisko

Ministerstvo vnútra Slovenskej republiky Prezídium Policajného zboru odbor dopravnej polície prijal dňa 08. júna 2018 žiadosť spol. FIDOP, s.r.o., Žilina o zaujatie stanoviska k návrhu použitia dopravného značenia a dopravných zariadení navrhnutých v dokumentácii **„Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode SKALITÉ (SK) – ZWARDOŇ (PL), diaľnica D3, Dočasné dopravné značenie"** vypracovanej Ing. Petrom Vonšom, jún 2018.

Po oboznámení sa s obsahom predloženej dokumentácie, Ministerstvo vnútra Slovenskej republiky Prezídium Policajného zboru odbor dopravnej polície (ďalej len „MV SR P PZ ODP") pre potreby vydania určenia použitia dopravného značenia a dopravných zariadení **Ministerstvom dopravy a výstavby Slovenskej republiky,** ako príslušným cestným správnym orgánom, v záujme zabezpečenia ochrany verejných záujmov spoločnosti chránených osobitnými predpismi a predpismi o pozemných komunikáciách, si týmto záväzným stanoviskom uplatňuje požiadavky, ktoré by stavebnou činnosťou a užívaním stavby mohli byť dotknuté, konkrétne ochrana života, zdravia a majetku na úseku bezpečnosti a plynulosti cestnej premávky v rozsahu zákonom stanovenej svojej miestnej príslušnosti.

MV SR P PZ ODP, ako dotknutý orgán podľa § 3 ods. 8 zákona č. 135/1961 Z. z. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov (ďalej len "cestný zákon")

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s vydaním určenia použitia prenosného dopravného značenia a dopravných zariadení podľa § 3 ods. 3 písm. q) cestného zákona za nasledovných podmienok:

1. podľa MV SR P PZ ODP overených výkresov a podmienok uvedených v nasledovnom,

2. dopravné značky použiť len v rozsahu a takým spôsobom, ako to nevyhnutne vyžaduje bezpečnosť a plynulosť cestnej premávky a len v nevyhnutnom čase splňujúcom účel, na ktorý boli navrhnuté,
3. použitie dopravných značiek zabezpečiť v súlade so zákonom č. 8/2009 Z. z. o cestnej premávke a o zmene a doplnení niektorých zákonov v znení neskorších predpisov, vyhláškou č. 9/2009 Z. z. ktorou sa vykonáva zákon o cestnej premávke a o zmene a doplnení niektorých zákonov a STN 01 8020 Dopravné značky na pozemných komunikáciách,
4. pred každým začiatkom zmeny organizácie dopravy informovať MV SR P PZ ODP najneskôr 5 dní pred jeho vykonaním e-mailom na adresy „alexander.repasky@minv.sk" a „jozef.kolarik@minv.sk",
5. MV SR P PZ ODP si vyhradzuje právo stanoviť dodatočné podmienky alebo uložené podmienky zmeniť, ak si to vyžiada bezpečnosť a plynulosť cestnej premávky alebo verejný záujem.

V prílohe MV SR P PZ ODP zasiela jedno vyhotovenie dokumentácie.

Príloha: - 1 x dokumentácia

Doručí sa:
- ~~FIDOP, s.r.o. Jánošíkova 21, 010 01 Žilina~~

plk. Ing. Ján IGNATÁK
riaditeľ

NÁRODNÁ DIAĽNIČNÁ SPOLOČNOSŤ

Národná diaľničná spoločnosť, a.s.
Dúbravská cesta 14
841 04 Bratislava
Slovenská republika

00972196

Doporučene

Žilinská univerzita v Žiline
Stavebná fakulta
Centrum Excelentnosti pre Dopravné staviteľstvo
Univerzitná 8215/1
010 26 Žilina

Váš list číslo/zo dňa	*Naše číslo*	*Vybavuje*	*Dátum*
03.09.2018	6344/ 82143 /40603/2018	Ing. Urbánek, kl. 148	Bratislava, 06.09.2018

ANKETOVÝ DOPRAVNÝ PRIESKUM NA HRANIČNÝCH PRIECHODOCH - STANOVISKO

Národná diaľničná spoločnosť, a. s. (ďalej len „NDS") obdržala dňa 04.09.2018 list bez e. č. zo dňa 03.09.2018 so „Žiadosťou o vyjadrenie sa k uskutočneniu anketového dopravného prieskumu na hraničných priechodoch. So žiadosťou bola doručená dokumentácia dopravného značenia a stanovísk.

Žilinská univerzita v Žiline v rámci medzinárodného projektu TRANS TRITIA organizuje dopravný prieskum pod názvom „Anketový prieskum nákladnej dopravy na hraničných priechodoch Skalité (SK) – Zwadroň (PL), diaľnica D3", Svrčinovec (SK) – Mosty u Jablunkova (CZ), štátna cesta I/11, kde plánuje uskutočniť 12 hodinový anketový prieskum vozidiel nad 3,5t a to z dôvodu sledovania nákladnej dopravy na hraničných priechodoch Žilinského samosprávneho kraja. Termín realizácie prieskumu bude oznámený písomne. Predpokladaný termín je 1 deň v období 25.-27.09.2018 v závislosti od klimatických podmienok v čase od 6:00 do 18:00 hod. K predmetnému prieskumu je schválené dočasné dopravné značenie Prezídiom Policajného zboru, odborom dopravnej polície dňa 16.8.2018 listom PPZ-ODP2-2018/042766-002 a Krajským dopravným inšpektorátom Krajského riaditeľstva Policajného zboru dňa 24.8.2018 listom KRPZ-ZA-KDI2-39-074/2018.

NDS ako správca a vlastník danej časti diaľnice D3 úsek Svrčinovec – Skalité a cesty I/11 súhlasí uskutočnením dopravného prieskumu „Anketový prieskum nákladnej dopravy na hraničných priechodoch Skalité (SK) – Zwadroň (PL), diaľnica D3", Svrčinovec (SK) – Mosty u Jablunkova (CZ), štátna cesta I/11 a súhlasíme aj s projektom dočasného dopravného značenia pre dané hraničné priechody, ale požaduje dodržať nasledovne pripomienky:

1. V zmysle zákona č. 135/1961 Zb. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov **je potrebné požiadať cestný správny orgán**, ktorým pre diaľnice je Ministerstvo dopravy a výstavby Slovenskej republiky, **o povolenie zvláštneho užívania diaľnice D2 a určenie použitia dočasného dopravného značenia.** Prieskumné práce je možné začať až po vydaní uvedených povolení.
2. V zmysle zákona č. 135/1961 Zb. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov **je potrebné požiadať cestný správny orgán**, ktorým pre cestu I/11 je Okresný úrad v sídle kraja - Žilina, **o povolenie zvláštneho užívania cesty I/11 a určenie použitia dočasného dopravného značenia.** Prieskumné práce je možné začať, až po vydaní uvedených povolení.

NÁRODNÁ DIAĽNIČNÁ SPOLOČNOSŤ

Národná diaľničná spoločnosť, a.s.
Dúbravská cesta 14
841 04 Bratislava
Slovenská republika

3. **Schválenú PD DDZ príslušným cestným správnym orgánom v jednom vyhotovení zaslať na SSÚR 6 Čadca, aby bolo možné zo strany NDS skontrolovať DDZ.**
4. Všetci účastníci, ktorí budú realizovať anketový prieskum na diaľnici D3 a ceste I/11 budú dodržiavať ustanovenia o bezpečnosti práce a ochrane zdravia pri práci.
5. **Žiadame, aby predmetné dočasné dopravné značenie bolo realizované za účasti SSÚR 6 Čadca.**
6. Dočasné dopravné značenie bude zrealizované podľa právoplatného určenia dopravného značenia pre Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode Skalité (SK) – Zwardoň (PL), diaľnica D3, 06/2018, zodpovedný projektant Ing. Róbert Gavula a Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode Svrčinovec (SK) – Mosty u Jablunkova (CZ), cesta I/11, 06/2018, zodpovedný projektant Ing. Róbert Gavula.
7. Úpravy vyžadujúce si prekrytie existujúcich DZ, ktoré patria do majetku NDS, musia byť zrealizované tak, aby sa DZ - NDS nepoškodili. Trvalé dopravné značenie **požadujeme prekryť** nie prelepovať.
8. Po ukončení prác uviesť všetky trvalé DZ do pôvodného stavu a skontrolovať a písomne potvrdiť zástupcom z SSÚR 6 Čadca.
9. Schválené dopravné značky sa osadia v 1. deň uzávierky za účasti PZ SR (KDI Žilina resp. ODI Čadca) a SSÚR 6 Čadca (zástupca za stredisko správy a údržby Čadca).
10. **Dočasné dopravné značenie vyhotoviť podľa STN 018020, použiť reflexnú fóliu tr. 2.**
11. Žiadateľ zabezpečí informovanie verejnosti prostredníctvom masovokomunikačných prostriedkov o uzávierke na vymedzenom úseku diaľnic D3 a cesty I/11.
12. Počas realizácie prác danej stavby nesmie dôjsť k poškodeniu diaľnice D3 a cesty I/11 a ich súčastí. Ak vznikne škoda na majetku NDS, túto skutočnosť ste povinný bezodkladne oznámiť SSÚR 6 Čadca zároveň vzniknuté škody odstrániť na vlastné náklady.
13. **Začiatok a ukončenie prieskumu realizátor oznámi NDS, Stredisku správy a údržby rýchlostných ciest 6 Čadca, riaditeľovi p. Ing. Školovi Vladimírovi na tel. č.: 0910 905 023** a bude sa riadiť jeho pokynmi, alebo pokynmi ním povereného pracovníka SSÚR 6 Čadca. **Ohlásenie prieskumných prác požadujeme oznámiť minimálne 2 dni vopred, vzhľadom na možné nevhodné poveternostné podmienky podľa inej dohody s riaditeľom SSÚR 6 Čadca.**
14. Žiadateľ zabezpečí realizáciu prác na takom stupni bezpečnosti, aby minimálne ohrozil účastníkov cestnej premávky na diaľnici D3 a ceste I/11.
15. Žiadateľ zabezpečí, aby počas realizácie prieskumu nebola ohrozená plynulosť a bezpečnosť premávky v rámci odsúhlaseného projektu dočasného dopravného značenia a bol dodržiavaný zákaz státia iných automobilov a zákaz pohybu peších mimo vymedzených plôch.
16. V prípade doplnenia, alebo zmeny prieskumu, prípadne termínu a prác zasahujúcich do našich právom chránených záujmov požadujeme tieto vopred predložiť NDS na posúdenie s tým, že budete v plnom rozsahu rešpektovať naše oprávnené požiadavky.

NÁRODNÁ DIAĽNIČNÁ SPOLOČNOSŤ

Národná diaľničná spoločnosť, a.s.
Dúbravská cesta 14
841 04 Bratislava
Slovenská republika

17. **Žiadateľ, resp. realizátor prieskumu bude plne zodpovedať za funkčnosť a správnosť dočasného dopravného značenia.**
18. Po ukončení prieskumu realizátor zabezpečí, aby priestory dotknuté prieskumom boli vrátené do pôvodného stavu.

Zaslané podklady si ponechávame.

S pozdravom

Národná diaľničná spoločnosť, a.s.
Dúbravská cesta 14 841 04 Bratislava
Slovenská republika
IČO 35 919 001 IČ DPH SK2021937775

- 116 -

Ing. Branislav Sidor
prevádzkový riaditeľ

MINISTERSTVO DOPRAVY A VÝSTAVBY SLOVENSKEJ REPUBLIKY
sekcia cestnej dopravy a pozemných komunikácií
Námestie slobody 6, 810 05 Bratislava 15

č. 25451/2018/SCDPK/70436 Bratislava 14.09.2018
stupeň dôvernosti: Verejné

Ministerstvo dopravy a výstavby Slovenskej republiky ako príslušný cestný správny orgán pre diaľnice a rýchlostné cesty (ďalej len „ministerstvo") podľa ustanovenia § 3 ods. 3 písm. g) zákona č. 135/1961 Zb. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov na základe žiadosti spoločnosti Žilinská univerzita v Žiline, Stavebná fakulta, Centrum excelentnosti pre dopravné staviteľstvo, sídlom Univerzitná 8215/1, 010 26 Žilina (ďalej len „žiadateľ") doručenej na ministerstvo dňa 13.09.2018

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podľa § 3 ods. 3 písm. q) a ods. 8 cestného zákona na základe stanoviska správcu pozemnej komunikácie Národnej diaľničnej spoločnosti a. s. (ďalej len „NDS a.s.") pod č. 6433/82143/40603/2018 zo dňa 06.09.2018 a záväzného stanoviska Ministerstva vnútra Slovenskej republiky Prezídia Policajného zboru Odboru dopravnej polície (ďalej len „MV SR PPZ ODP") č. PPZ-ODP2-2018/042766-002 zo dňa 16.08.2018 **použitie prenosných dopravných značiek a dopravných zariadení** (ďalej len „DZ") **na diaľnici D3** v úseku km cca 45,000 v smere staničenia vpravo a 59,500 v smere staničenia vľavo (ďalej len „DaR") pre realizáciu akcie "Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode SKALITÉ (SK) - ZWARDOŃ (PL)" (ďalej len „akcia"), podľa predloženej projektovej dokumentácie (ďalej len „PD") vypracovanej Ing. Gavulom v júni 2018, ktorá je neoddeliteľnou súčasťou tohto určenia.

Určenie použitia prenosných DZ na DaR je viazané na dodržanie nasledovných podmienok:

1. Toto určenie použitia DZ je podkladom výhradne k akciám "Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode SKALITÉ (SK) - ZWARDOŃ (PL)" a nie je možné ho použiť na žiadne iné účely.
2. Použitie, grafické a farebné vyhotovenie DZ bude v súlade so zákonom č. 8/2009 Z. z. o cestnej premávke a o zmene a doplnení niektorých zákonov v znení neskorších predpisov, vyhláškou č. 9/2009 Z. z., ktorou sa vykonáva zákon o cestnej premávke a o zmene a doplnení niektorých zákonov v znení neskorších predpisov, s STN 01 8020 „Dopravné značky na pozemných komunikáciách" a s TP 069 „Použitie dopravných značiek a dopravných zariadení na označovanie pracovných miest".
3. DZ použiť len v rozsahu a takým spôsobom, ako to nevyhnutne vyžaduje bezpečnosť a plynulosť cestnej premávky.
4. Umiestnené DZ budú spĺňať podmienky zákona 133/2013 Z. z. o stavebných výrobkoch a o zmene a doplnení niektorých zákonov a vyhlášky č. 162/2013 Z. z., ktorou sa ustanovuje zoznam skupín stavebných výrobkov a systémy posudzovania parametrov.
5. Žiadateľ zabezpečí umiestnenie DZ odborne spôsobilou osobou podľa § 45 zákona č. 50/1976 Zb. o územnom plánovaní a stavebnom poriadku (stavebný zákon) v znení neskorších predpisov.
6. DZ budú počas celej doby ich použitia funkčné, to znamená udržiavané v čistote, bez poškodenia, umiestnené kolmo na smer jazdy a nebudú sa vzájomne prekrývať.
7. Spoločnosť zodpovedná za umiestnenie a údržbu DZ: Žilinská univerzita v Žiline, Stavebná fakulta, Centrum excelentnosti pre dopravné staviteľstvo, Univerzitná 8215/1, 010 26 Žilina, zodpovedná osoba: Ing. Peter Danišovič, PhD., tel.: +421 902 259 756.
8. Trvalé DZ, ktoré budú v zásadnom rozpore s pokynmi prenosných DZ, a ktoré by ohrozovali bezpečnosť cestnej premávky, musia byť odstránené alebo prekryté, **neprelepovať!**

9. Pred každým začiatkom umiestňovania DZ prizvať na kontrolu ich použitia príslušný Krajský dopravný inšpektorát Krajského riaditeľstva Policajného zboru, zodpovedného pracovníka správy a údržby DaR a zodpovednú osobu za dodržiavanie podmienok použitia predmetného DZ a za dodržiavanie podmienok čiastočnej uzávierky a/alebo zvláštneho užívania.
10. Realizáciu je možné vykonať iba ako samostatnú akciu vo vymedzenom úseku DaR, kde aktuálne nebude prebiehať iná činnosť obmedzujúca cestnú premávku.
11. Realizátor oznámi minimálne **5 dní vopred začiatok** výkonu činnosti (zmeny organizácie dopravy; umiestňovania DZ) a následne jej **ukončenie** na kontakty:
    - alexander.repasky@minv.sk; jozef.kolarik@minv.sk,
    - juraj.synak@mindop.sk,
    - NDS, a. s., Stredisko správy a údržby rýchlostných ciest 6 Čadca (ďalej len „SSÚR"), riaditeľ Ing. Vladimír Škola, tel: +421 910 905 023.
12. Zmeny v použití DZ vykonať len na základe stanovísk a určenia orgánov oprávnených cestným zákonom. Tieto zmeny navrhovateľ vždy najskôr prerokuje s projektantom a následne s cestným správnym orgánom a MV SR PPZ ODP.
13. Pred realizáciou prác bude zabezpečená medializácia obmedzení na DaR.
14. Dopravné obmedzenia realizované v CP budú uskutočňované podľa § 7 a/alebo § 8 cestného zákona a len po nevyhnutný čas a v súlade s uplatnenými podmienkami príslušného krajského dopravného inšpektorátu, pričom práce budú vykonávané tak, aby bol dodržaný termín ukončenia obmedzenia.
15. Po ukončení prác žiadateľ zabezpečí, aby DZ boli bezodkladne odstránené.
16. MV SR PPZ ODP si vyhradzuje právo stanoviť dodatočné podmienky alebo uložené zmeniť, ak si to vyžiada zlepšenie bezpečnosti a plynulosti cestnej premávky, ako aj v prípade verejného záujmu. Tieto zmenené podmienky žiadateľ následne oznámi ministerstvu.
17. Cestný správny orgán si vyhradzuje právo v prípade, ak si to vyžiada verejný záujem stanovené podmienky doplniť, zmeniť alebo zrušiť.

Na určenie použitia DZ na DaR cestách sa podľa § 3 ods. 6 cestného zákona nevzťahujú všeobecné predpisy o správnom konaní.

Peter Varga, MBA, MSc.
generálny riaditeľ sekcie

Doručuje sa:
Žilinská univerzita v Žiline, Stavebná fakulta, Centrum excelentnosti pre dopravné staviteľstvo, Univerzitná 8215/1, 010 26 Žilina
Na vedomie:
MV SR P PZ ODP, Račianska 45, 812 72 Bratislava
NDS, a. s., Dúbravská cesta 14, 841 04 Bratislava

MINISTERSTVO DOPRAVY A VÝSTAVBY SLOVENSKEJ REPUBLIKY
sekcia cestnej dopravy a pozemných komunikácií
Námestie slobody 6, 810 05 Bratislava 15

č. 25452/2018/SCDPK/72828 Bratislava 25.09.2018
stupeň dôvernosti: Verejné

R O Z H O D N U T I E

Ministerstvo dopravy a výstavby Slovenskej republiky, sekcia cestnej dopravy a pozemných komunikácií (ďalej len „ministerstvo"), ako príslušný cestný správny orgán pre diaľnice a rýchlostné cesty podľa § 3 ods. 3 písm. g) zákona č.135/1961 Zb. o pozemných komunikáciách (cestný zákon) v znení neskorších predpisov, v súlade s § 32, § 46 a § 47 zákona č. 71/1967 Zb. o správnom konaní (správny poriadok) v znení neskorších predpisov na základe žiadosti spoločnosti Žilinská univerzita v Žiline, Stavebná fakulta, Centrum excelentnosti pre dopravné staviteľstvo, sídlom Univerzitná 8215/1, 010 26 Žilina (ďalej len „žiadateľ") na ministerstvo doručenej dňa 13.09.2018

p o v o ľ u j e

podľa § 8 cestného zákona a podľa § 11 vyhlášky č. 35/1984 Zb., ktorou sa vykonáva zákon o pozemných komunikáciách (cestný zákon), na základe stanoviska správcu pozemnej komunikácie Národnej diaľničnej spoločnosti a. s. (ďalej len „NDS, a. s.") pod č. 6344/82143/40603/2018 zo dňa 06.09.2018 a záväzného stanoviska Krajského dopravného inšpektorátu Krajského riaditeľstva Policajného zboru v Žiline (ďalej len „KDI KR PZ") pod č. KRPZ-ZA-KDI2-28-042/2018 zo dňa 24.09.2018 **zvláštne užívanie diaľnice D3** v úseku km cca 45,000 v smere staničenia vpravo a 59,500 v smere staničenia vľavo (ďalej len „DaR") z dôvodu plánovanej akcie „Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode SKALITÉ (SK) - ZWARDOŃ (PL)" (ďalej len „akcia") počas dopravného prieskumu v **termíne**:

od 06.00h do 18.00h dňa 27.09.2018 (štvrtok).

Rozhodnutie o povolení zvláštneho užívania DaR v predmetnom úseku je viazané na dodržanie nasledovných podmienok:

1. Akcia bude realizovaná v zmysle predloženej projektovej dokumentácie (ďalej len „PD") „Anketový dopravný prieskum nákladnej dopravy na hraničnom priechode SKALITÉ (SK) - ZWARDOŃ (PL)" vypracovanej Ing. Gavulom v júni 2018a podmienok uvedených v technickej správe.
2. V prípade zmien v PD alebo inej zmeny je potrebné podať novú žiadosť na ministerstvo a predložiť projektovú dokumentáciu na opätovné posúdenie aj NDS, a. s..
3. Žiadateľ zabezpečí umiestnenie prenosných dopravných značiek a dopravných zariadení (ďalej len „DZ") podľa určenia ich použitia vydaného ministerstvom pod č. 25451/2018/SCDPK/70436 zo dňa 14.09.2018
4. Spoločnosť zodpovedná za umiestnenie a údržbu DZ a za výkon činnosti: Žilinská univerzita v Žiline, Stavebná fakulta, Centrum excelentnosti pre dopravné staviteľstvo, Univerzitná 8215/1, 010 26 Žilina, zodpovedná osoba: Ing. Peter Danišovič, PhD., tel.: +421 902 259 756.
5. Žiadateľ svojou činnosťou počas akcie nesmie priamo alebo nepriamo ohroziť premávku na DaR. V prípade, ak by takáto situácia hrozila, je nutné vykonať potrebné opatrenia na jej odvrátenie a v činnosti pokračovať až po obstaraní potrebných povolení cestného správneho orgánu na obmedzenie premávky na DaR.
6. Žiadateľ si pred samotným výkonom činnosti preverí u správcu pozemnej komunikácie aktuálny plán prác a opráv v predmetnom úseku DaR a skoordinuje svoju činnosť tak, aby nedošlo k ich vzájomnej termínovej kolízii.

ANNEX 6

QUESTIONNAIRE TRAFFIC SURVEY ON THE BORDER CROSSINGS - REQUESTS AND OPINIONS OF RELEVANT AUTHORITIES WITHIN THE PERMITTING PROCESS: CZ-PL

Approval of the demand survey on the border crossing I/57 Bartultovice-Vysoká and I/48 Český Těšín

PCR07ETRpo83608144

Pomáhat a chránit

KRAJSKÉ ŘEDITELSTVÍ POLICIE MORAVSKOSLEZSKÉHO KRAJE

Odbor služby dopravní policie

Č. j.: KRPT- 75792-1/ČJ-2019-0700DP

Ostrava 8. dubna 2019

Počet listů: 2

Dopravní projektování spol. s. r. o.
Janáčkova 1194/12
702 00 Ostrava

Provedení průzkumu silniční nákladní dopravy - stanovisko

Odbor služby dopravní policie Krajského ředitelství policie Moravskoslezského kraje obdržel žádost o souhlas se zvláštním užíváním v rámci akce „Směrový průzkum silniční nákladní dopravy v blízkosti hraničních přechodů CZ/PL pro potřeby projektu TRANS TRITIA" Jedná se o sběr dat z terénu v rámci směrového dopravního průzkumu na hraničních přechodech Bartultovice sil. č. I/57, Chotěbuz sil. č. I/48.

Předmětná akce má proběhnout v dubnu a květnu 2019.

Po prostudování žádosti Vám sdělujeme následující:

Policie České republiky, Krajské ředitelství policie Moravskoslezského kraje, Odbor služby dopravní policie vydává podle ustanovení § 25 odst. 1 zákona č. 13/1997 Sb., o pozemních komunikacích souhlas ke zvláštnímu užívání. Plánovaný sběr dat v terénu v rámci směrového dopravního průzkumu na sil. č. I/57 a I/48 proběhne v režimu zvláštního užívání dle § 25 odst. 6 písm. e) zák. č. 13/1997 Sb., o pozemních komunikacích a bude dodržováno níže uvedené:

- ✓ Organizace dopravy bude řešena přechodnou úpravou provozu na pozemních komunikacích (viz. příloha č. 3a, č. 3b).
- ✓ Zdejší součást jako dotčený orgán podle ustanovení § 77 odst. 2 písm. b) zákona č. 361/2000 Sb., o silničním provozu, ve znění pozdějších předpisů, při stanovení místní a přechodné úpravy provozu na pozemních komunikacích a užití zařízení pro provozní informace vydává k předložené dokumentaci viz. příloha č. 3a, 3b, kladné vyjádření (je však nutné správně umístit směrovací desky se šikmými pruhy Z 4a, Z 4b tak, aby správně usměrňovaly provoz do požadovaného směru jízdy).
- ✓ Účastníci sběru dat budou dodržovat ty ustanovení zákona č. 361/2000 Sb., o provozu na pozemních komunikacích a změnách některých zákonů (zákon o silničním provozu), ve

dopravní policie 100 let 1919–2019
www.policie.cz

30. dubna 24
728 99 Ostrava

Tel.: +420 974 721 259
Fax: +420 974 721 928
Email: krpt.osdp.podatelna@pcr.cz

znění pozdějších předpisů, které jsou nezbytné pro bezpečný pohyb všech uživatelů pozemní komunikace.

- ✓ Krátkodobé omezení provozu a zastavování vozidel v rámci zajištěni bezpečnosti a plynulosti provozu bude probíhat v součinnosti s Odborem služby dopravní policie Krajského ředitelství policie Moravskoslezského kraje (konkrétní termíny žadatel projedná v dostatečném předstihu).

Zpracoval: kpt. ing. Vladimír Kovařčík
vrchní komisař

plk. Mgr. Bc. Jiří Zlý
vedoucí odboru

ŘEDITELSTVÍ SILNIC A DÁLNIC ČR

V OSTRAVĚ DNE: 12.04.2019
VAŠE ZNAČKA:
NAŠE ZNAČKA: 54220/ /19/MK
SPIS.ZN.: MSK 22/19 – I/ost.
VYŘIZUJE: Ing.Koželuhová/418

Dopravní projektování spol. s r.o.
Janáčkova 1194/12
702 00 Ostrava, Moravská Ostrava

„Žádost o zvláštní užívání silnic - provedení průzkumu silniční nákladní dopravy"
- vyjádření k žádosti

Ředitelství silnic a dálnic ČR, Správa Ostrava byla doručena Vaše žádost o vyjádření, týkající se zvláštního užívání silnic I. třídy č. 48 a č. 57 k provedení směrového průzkumu silniční nákladní dopravy v blízkosti hraničních přechodů CZ/PL pro potřeby projektu TRANS TRITIA.

Konkrétně se jedná o provedení průzkumu ve vytipovaných lokalitách, dle předložených podkladů, a to na silnici I/48 Český Těšín, hraniční přechod Chotěbuz a na silnici I/57, hraniční přechod Vysoká – Bartultovice, za stálé přítomnosti a součinnosti Policie ČR. Průzkum bude prováděn v průběhu měsíce dubna a května 2019, cca od 7:30 až 17:00 hod., každý směr bude prováděn v jiný den.

Ředitelství silnic a dálnic ČR, Správa Ostrava z hlediska příslušnosti hospodaření se silnicí č.I/48 a I/57 s provedením směrového průzkumu silniční nákladní dopravy v blízkosti výše uvedených hraničních přechodů CZ/PL **souhlasí**, za předpokladu splnění níže uvedených podmínek:

- Ve vztahu k silnicím I. třídy pořadatel požádá příslušný silniční správní a speciální stavební úřad, kterým je v tomto případě Krajský úřad Moravskoslezského kraje, odbor dopravy v Ostravě o povolení zvláštního užívání silnice I. třídy dle § 25 zákona č. 13/1997 Sb. O pozemních komunikacích.
- Omezení silniční dopravy a dočasné dopravní značení (PDZ) bude předem projednáno s příslušným orgánem Policie ČR.
- Dočasné dopravní značení bude provedeno podle norem ČSN EN 1436 a ČSN EN 12899-1, dále dle TP65 a TP66 a obecně dle platných zákonů, vyhlášek, technických podmínek a norem, podle konkrétní situace.
- Specializované dočasné dopravní značení hradí pořadatel, umístění a odstranění PDZ zprostředkuje v souladu se zápisem z porady (č.5b) ze dne 12.02.2019 správce komunikace. V této souvislosti požadujeme v dostatečném předstihu sdělit časový plán akce k realizaci potřebných opatření
- Umístěním zařízení sloužících k automatickému sčítání nesmí být poškozeno těleso komunikace, dopravní značení a další vybudovaná zařízení, které jsou součástí stavby silnice.
- Pořadatel je povinen upozornit všechny koordinátory na dodržování zákona č.361/2000Sb. O provozu na pozemních komunikacích ve znění pozdějších předpisů.
- ŘSD ČR neodpovídá za bezpečnost, poškození zdraví a majetku pořadatelů akce a zúčastněných.
- Pořadatel zajistí, aby po celou dobu trvání stavebních prací byl zajištěn plynulý a nepřetržitý provoz na silnici a byla zajištěna bezpečnost silničního provozu.

- Před zahájením stavby investor nahlásí NDIC (Slovenská 7/1124 Ostrava – Přívoz, PSČ 702 00) skutečný termín zahájení a ukončení dopravního omezení, a to buď telefonicky (596 663 550-553) anebo emailem s potvrzením o doručení (ndic@rsd.cz).
- Vozovka státní silnice bude udržována v čistém stavu.
- Ředitelství silnic a dálnic ČR, Správa Ostrava jako majetkový správce silnic I. třídy si vyhrazuje právo kdykoliv doplnit své vyjádření při zjištění rozporů mezi předloženými podklady a realizací akce a pokud si to bude vyžadovat veřejný zájem.

Ing. Tomáš Opěla
ředitel Správy Ostrava

Na vědomí:
Krajský úřad Moravskoslezského kraje, odbor dopravy a chytrého regionu, 28. října 117, 702 18 Ostrava

Ředitelství silnic a dálnic ČR, Správa Ostrava,Mojmírovců 5, 709 81 Ostrava – Mar. Hory
TEL.: 596 663 418, FAX.: 596 634 113, E-MAIL: marcela.kozeluhova@rsd.cz

KRAJSKÝ ÚŘAD
MORAVSKOSLEZSKÝ KRAJ
Odbor dopravy a chytrého regionu
28. října 117, 702 18 Ostrava

07. 05. 2019 /5430

Elektronický podpis - 6.5.2019
Certifikát správce podpisu :
Jméno : Pavlína Böhmová
Vydal : PostSignum Qualified C
Platnost do : 25.8.2019 11:27:41 +02:00

Čj: MSK 61368/2019
Sp. zn.: DSH/10181/2019/Böh
280.4 S5 N
Vyřizuje: Mgr. Pavlína Böhmová
Telefon: 595 622 506
Fax: 595 622 126
E-mail: posta@msk.cz
Datum: 6. 5. 2019

Rozhodnutí

Krajský úřad Moravskoslezského kraje, vykonávající podle § 29 odst. 1) zákona o krajích[i] přenesenou působnost stanovenou mu ustanovením § 40 odst. 3) písm. d) zákona o pozemních komunikacích [ii] a vyhláškou[iii], vydává jako věcně a místně příslušný silniční správní úřad podle správního řádu[iv], ve věci povolení zvláštního užívání silnice I. třídy, účastníků řízení:

1. **Dopravní projektování spol. s. r. o., IČ 25361520, Janáčkova 1194/12, 702 00 Ostrava, Moravská Ostrava – dále jen žadatel**
2. **Ředitelství silnic a dálnic ČR Praha, Na Pankráci 546/56, 145 05 Praha, IČ 65993390 v zastoupení Ředitelství silnic a dálnic ČR, Správa Ostrava, Mojmírovců 5, 709 81 Ostrava – Mariánské Hory, IČ 65993390**

toto rozhodnutí:

Krajský úřad Moravskoslezského kraje, s předchozím souhlasem majetkového správce silnic Ředitelství silnic a dálnic ČR, Správa Ostrava podle § 25 odst. 6) písm. c) bod 3) zákona o pozemních komunikacích a vyhlášky, žadateli

povoluje zvláštní užívání silnice č. I/57 a I/48

pro účel:

„Směrový průzkum silniční nákladní dopravy v blízkosti hraničních přechodů CZ/PL pro potřeby projektu TRANS TRITIA"

Účelem zvláštního užívání silnice č. I/57 a I/48 je sčítání dopravy.

Podmínky k zvláštnímu užívání silnice v souladu s § 25 odst. 2) zákona o pozemních komunikacích a § 40 odst. 10) vyhlášky:

1. zodpovědná osoba za zvláštní užívání silnice I. třídy č. I/57 a I/48:

   Bc. David Lasák, **tel. 595155024**

2. přesné určení místa:

silnice č. I/57 Vysoká (Bartultovice)
silnice č. I/48 Český Těšín

3. termín realizace: **05. – 06. 2019**, stanovený termín lze změnit (prodloužit) pouze novým rozhodnutím
4. omezení provozu bude provedeno dle Rozhodnutí zdejšího úřadu č.j. MSK 61368/2019 ze dne 6. 5. 2019
5. silnice bude **okamžitě** po ukončení stavebních prací uvedena **do původního stavu** (silnice bude uklizena od případných nánosů a nečistot); případné poškození silnice nebo jejich součástí bude opraveno na náklady investora.

Odůvodnění

Toto rozhodnutí je vydáno na základě žádosti, kterou podal zdejšímu silničnímu správnímu úřadu dnem doručení 18. 4. 2019 žadatel.

Jedná se o sčítání dopravy na silnici I/57 v obci Vysoká a I/48 v Českém Těšíně. Realizace průzkumu je naplánovaná je naplánovaná v termínu 05. - 06. 2019.

K žádosti bylo doloženo stanovisko Krajského ředitelství policie MSK, odsouhlasený návrh přechodné úpravy provozu, stanovisko ŘSD. Svým opatřením č.j. MSK 60437/2019 ze dne 30. 4. 2019 zdejší úřad oznámil zahájení řízení a dal účastníkům řízení možnost seznámit se s podklady rozhodnutí. Této možnosti žádný z účastníků řízení nevyužil. Žádosti se vyhovuje v plném rozsahu za podmínek stanovených majetkovým správcem silnic a zdejším úřadem.

Poučení

Proti tomuto rozhodnutí je možno podle ust. § 81 odst. 1) správního řádu podat odvolání do 15 dnů (ust. § 83 odst. 1) správního řádu) ode dne jeho oznámení k Ministerstvu dopravy a to podáním u odboru dopravy Krajského úřadu Moravskoslezského kraje v Ostravě, 28. října 117, 702 18 Ostrava (ust. § 86 odst. 1) správního řádu).

Podle § 85 odst. 1) správního řádu má včas podané a přípustné odvolání odkladný účinek.

„otisk úředního razítka"

Mgr. Pavlína Böhmová
referent pro silniční hospodářství
odbor dopravy a chytrého regionu

Čj.: MSK 61368/2019 Sp. zn.: DSH/10181/2019/Bóh

Poplatek

Správní poplatek za povolení ke zvláštnímu užívání silnice podle položky č. 36 odst. a) sazebníku správních poplatků přílohy zákona č. 634/2004 Sb., o správních poplatcích, byl uhrazen před vydáním rozhodnutí.

Rozdělovník

1. Dopravní projektování spol. s. r. o.,
2. Ředitelství silnic a dálnic ČR, Správa Ostrava,

[i] Zákon č. 129/2000 Sb., o krajích, ve znění pozdějších předpisů
[ii] Zákon č. 13/1997 Sb., o pozemních komunikacích, ve znění pozdějších předpisů
[iii] Vyhláška č. 104/1997 Sb., kterou se provádí zákon o pozemních komunikacích, ve znění pozdějších předpisů
[iv] Zákon č. 500/2004 Sb., správní řád, ve znění pozdějších předpisů

Approval of the demand survey on the border crossing D1 Antošovice/Šilheřovice

ŘEDITELSTVÍ SILNIC A DÁLNIC ČR

V Brně dne: 25.4.2019
Vaše zn.:
Naše zn.: BR368/19-12120

Vyřizuje: Ing. R. Kříž
Telefon: 579 133 285
Fax:
Mobil: 601 539 017
E-mail: rostislav.kriz@rsd.cz

Dopravní projektování, s.r.o.
Ing Miroslav Bezděk
Janáčkova 1194/12
702 00 Ostrava

Dálnice D1, km 367 - 370
Stanovisko ŘSD ČR k žádosti o zvláštní užívání dálnice pro provedení průzkumu silniční nákladní dopravy

Dne 2.4.2019 byla Ředitelství silnic a dálnic ČR, oddělení správy dálnic Morava, prostřednictvím oddělení dopravního inženýrství, doručena žádost o zvláštní užívání dálnice pro provedení průzkumu silniční nákladní dopravy.

Důvodem je provedení směrového dopravního průzkumu (formou dotazování řidičů) nákladní dopravy, který je součástí mezinárodního projektu TRANS TRITIA.
Jednou z vytipovaných lokalit pro realizaci průzkumu na dálnici D1 je odpočívadlo čerpací stanice Antošovice (P+L). Průzkum bude probíhat v měsíci květnu a červnu, vždy ve vybrané dny. Akce je realizována za stálé přítomnosti a dohledu Policie ČR.
Průzkum probíhá tak, že dojde k odklonění nákladního vozidla z dálnice příslušníkem Policie ČR na mimořádně zřízeném kontrolním stanovišti. Nákladní vozidlo bude odkloněno do prostoru parkoviště na odpočívce, kde bude řidič zastaveného vozidla osloven anketářem, který vyplní příslušný formulář. Po ukončení bude vozidlo pokračovat dále v jízdě druhým výjezdem na dálnici.

Cílem provádění tohoto průzkumu je posílení mezistátní příhraniční spolupráce a zlepšení koordinace společného rozvoje infrastruktury. Výstupem bude dopravní model reflektující toky zboží. Žadatel je garantem a partnerem tohoto mezinárodního projektu.

Během provádění průzkumu dojde k omezení provozu na dálnici před odpočívkou Antošovice ve směru do Polska (cca km 367 – 368 odpočívka Antošovice pravá) a ve směru do Ostravy (cca km 370 – 368,5 odpočívka Antošovice levá). Dopravní omezení bude označeno dle schématu ŘSD ČR DK 245. Případně bude průzkum probíhat během běžných policejních kontrol.

Trvání průzkumu je stanoveno na 1-2 dny pro každý směr (optimálně úterý až čtvrtek), zhruba 8 hod., po tuto dobu bude provoz omezen dle DK 245,

Ředitelství silnic a dálnic ČR, Oddělení správy dálnic Morava jako majetkový správce dálnice D1 v zájmovém úseku souhlasí s povolením zvláštního užívání dálnice dle § 25 zákona č. 13/1997 Sb., pro výše uvedenou akci při splnění následujících podmínek:

1 – Pro zvláštní užívání dálnice je potřeba povolení Ministerstva dopravy dle zákona č. 13/1997 Sb., § 25 čl. 1.

2 – Přechodné dopravní opatření a omezení, včetně přechodného dopravního značení je nutné realizovat v souladu s předpisem ŘSD ČR „Označování pracovních míst na dálnicích a silnicích pro motorová vozidla".
Realizátor průzkumu požádá Ministerstvo dopravy o vydání tzv. „Stanovení".
Projekt přechodného dopravního značení požadujeme předložit ŘSD ČR k připomínkování před podáním žádosti o „Stanovení".

ŘEDITELSTVÍ SILNIC A DÁLNIC ČR

3 – Průběh celé akce bude koordinován se **Střediskem správy a údržby dálnic č. 23 v Ostravě (vedoucí Ing. Čestmír Kutáč, mobil: 602 715 109,** e-mail: cestmir.kutac@rsd.cz. Zahájení omezení dálnice D1 a požadavek na instalaci přechodného dopravního značení bude oznámeno minimálně 10 dnů předem.

4 – O konání akce bude informován provozovatel odpočívky, spol. Monstera International a.s., kontaktní osobou je Michal Poslt, tel.: 777 650 929, michal.poslt@monstera.org

5 – Dopravní průzkum bude probíhat ve spolupráci a za stálého dohledu Policie ČR, Odbor služby dopravní policie KŘ MSK.

6 – Zhotovitel zajistí pro pracovníky proškolení na BOZP na dálnicích ve smyslu čl. VIII. směrnice GŘ ŘSD ČR č. 4/2007. Školení bude provedeno pracovníkem bezpečnostního oddělení ŘSD ČR, Ing. Vladimír Pejchal - tel.: 549 133 742, e-mail: vladimir.pejchal@rsd.cz. Doklad o školení bude součástí dokumentace a na vyžádání bude předložen. Pracovníci zhotovitele budou mít při práci vždy na sobě výstražný oděv, nebudou se pohybovat v provozované části dálnice a budou si počínat tak, aby svým chováním a jednáním nezavinili mimořádnou událost.

7 – Upozorňujeme, že může dojít k termínové kolizi navrženého dopravního omezení s plánovanými stavebními pracemi probíhajícími na dálnici (oprava zvlněného povrchu vozovky), které by rovněž vyžadovali provizorní dopravní opatření. ŘSD ČR si vyhrazuje právo určit termín svých prací přednostně.

8 – Během provádění dopravního průzkumu je nutné brát ohled na aktuální provozní situaci a klimatické podmínky. Pokud nastanou nepříznivé okolnosti, musí být dopravní omezení na nezbytně nutnou dobu odstraněno.
Požadujeme, aby dopravní omezení na dálnici bylo pouze po nezbytně nutnou dobu, nejdéle 2 dny v každém směru.

Ing. Jan Horení
vedoucí odboru správy dálnic

ŘEDITELSTVÍ SILNIC A DÁLNIC ČR
2

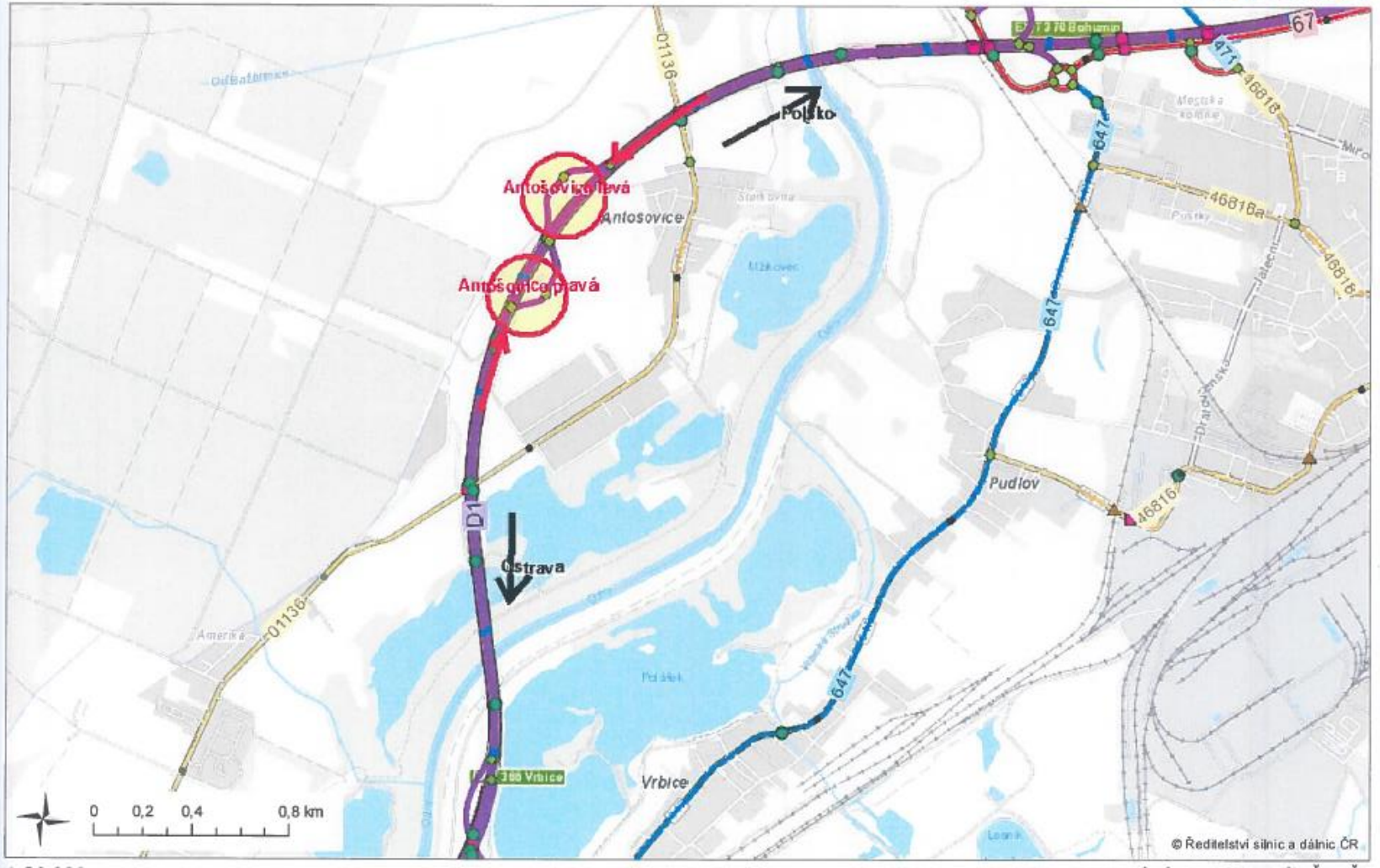
Přílohy:
1 – celková situace dopravní omezení

Co:
12120
12800 – Ing. Knop
SSUD 23 Ostrava – Ing. Čestmír Kutáč

Mapový výstup z Geoportálu ŘSD

Příloha č. 1

ŘSD ČR
ŘEDITELSTVÍ SILNIC A DÁLNIC ČR



1:20 000

Datum: 23. 4. 2019

Mapový výstup z Geoportálu ŘSD ČR

MINISTERSTVO VNITRA
ČESKÉ REPUBLIKY

MVCRX04IAQEZ
prvotní identifikátor

odbor bezpečnostní politiky
oddělení obecní policie, zbraní a dopravního inženýrství
Nad Štolou 3
170 34 Praha 7

Č. j. MV- 63182-7/OBP-2019

Praha 6. června 2019

dle rozdělovníku

P ř e d c h o z í s o u h l a s

Ke zn. 350/2019-120-SSU/9 ze dne 5. 6. 2019

Ministerstvo vnitra na základě ustanovení § 25 odst. 1 zákona č. 13/1997 Sb., o pozemních komunikacích, ve znění pozdějších předpisů (dále jen „zákon o pozemních komunikacích")

souhlasí

se zvláštním užíváním dálnice D 1 podle § 25 odst. 6 písm. e) zákona o pozemních komunikacích spočívajícím v provedení dopravního průzkumu na odpočívkách Antošovice vpravo a vlevo ve dnech 17. 6. – 18. 6. 2019 v době od 7,30 do 17,00 hodin za účelem sběru dat do mezinárodního evropského projektu TRANS TRITIA, a to **za podmínky**, že přechodné dopravní značení bude umístěno v souladu se stanovením přechodné úpravy provozu na pozemních komunikacích.

Odůvodnění

Ministerstvo vnitra předloženou žádost řádně posoudilo a za splnění výše uvedené podmínky vyplývající z platné právní úpravy (§ 124 odst. 2 písm. b) zákona č. 361/2000 Sb., o silničním provozu, ve znění pozdějších předpisů) neshledalo důvody, které by z hlediska bezpečnosti a plynulosti provozu na pozemních komunikacích bránily vydání souhlasného stanoviska.

Mgr. Milena Bačkovská
vedoucí oddělení

Vyřizuje: Ing. Mikuláš Bureš
tel. č.: 974832715
e-mail: mikulas.bures@mvcr.cz

Rozdělovník:
Dopravní projektování spol. s r. o., Janáčkova 1194/12, 702 00 Ostrava - Mor. Ostrava
Ministerstvo dopravy, odbor pozemních komunikací, Praha (ke zn. 350/2019-120-SSU/9 ze dne 5. 6. 2019)

Ministerstvo dopravy – Odbor pozemních komunikací

nábřeží Ludvíka Svobody 1222/12
PO BOX 9, 110 15 Praha 1

Č. j.: 350/2019-120-SSU/11

ROZHODNUTÍ

Ministerstvo dopravy, Odbor pozemních komunikací (dále jen „Ministerstvo dopravy"), jako věcně příslušný silniční správní úřad ve věcech dálnic podle § 40 odst. 2 písm. c) zákona č. 13/1997 Sb., o pozemních komunikacích, ve znění pozdějších předpisů (dále jen „zákon o pozemních komunikacích"), rozhodlo podle § 25 odst. 1 a odst. 6 písm. e) zákona o pozemních komunikacích takto:

Na základě žádosti společnosti Dopravní projektování, spol. s r.o., IČO 25361520, se sídlem Janáčkova 1194/12, 702 00 Ostrava (dále jen „žadatel"), podané dne 14. 5. 2019, se

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zvláštní užívání dálnice D1 spočívající v pořádání dopravní akce „Anketový dopravní průzkum silniční nákladní dopravy v blízkosti hraničních přechodů CZ/PL pro potřeby projektu TRANS TRITIA" v okolí km 367,112–369,387 oboustranně v prostoru odpočívek Antošovice,
a to za předpokladu splnění níže uvedených podmínek:

1. Zvláštní užívání dle § 25 odst. 6 písm. e) zákona o pozemních komunikacích (pořádání akce) se povoluje v termínu **17.–18. 6. 2019.**
2. Dopravní značení zvláštního užívání bude provedeno podle stanovení přechodné úpravy provozu na dálnici D1, vydaného Ministerstvem dopravy pod č. j. 167/2019-120-RD/4 dne 11. 6. 2019.
3. Za organizování a zabezpečení akce je odpovědnou osobou:
   - *za realizaci a průběh akce: Dopravní projektování, spol. s r.o., IČO 25361520, se sídlem Janáčkova 1194/12, 702 00 Ostrava; kontaktní osoba: Bc. David Lasák, tel. 604 916 133,*
   - *za dopravní značení: Ředitelství silnic a dálnic ČR, SSÚD 23 Ostrava; kontaktní osoba: Ing. Čestmír Kutáč, tel. 602 715 109.*
4. V případě poškození nebo znečištění dálnice nebo silničních pozemků v trase dopravní akce (odpadky, únik ropných látek apod.) zajistí žadatel úklid, případně opravu, na vlastní náklady.

O d ů v o d n ě n í

Žadatel předložil dne 14. 5. 2019 žádost o povolení zvláštního užívání dálnice D1 spočívající v pořádání dopravní akce „Anketový dopravní průzkum silniční nákladní dopravy v blízkosti hraničních přechodů CZ/PL pro potřeby projektu TRANS TRITIA" v okolí km 367,112–369,387 oboustranně v prostoru odpočívek Antošovice. Výše uvedeným dnem bylo ve věci zahájeno řízení.

350/2019-120-SSU/11

Podáním ze dne 31. 5. 2019 byly doplněny údaje k osobě odpovědné za průběh zvláštního užívání a dne 4. 6. 2019 byl navržen nový termín zvláštního užívání. Předmětem zvláštního užívání je provedení dotazníkového šetření u řidičů určených kategorií nákladních vozidel, za účelem zlepšení mezinárodní spolupráce v oblasti rozvoje dopravní infrastruktury.

Ministerstvo dopravy předložený záměr projednalo s Ředitelstvím silnic a dálnic ČR (dále jen „ŘSD ČR"), jakožto majetkovým správcem dálnice a Ministerstvem vnitra, jakožto dotčeným orgánem v ohledu zajištění bezpečnosti a plynulosti silničního provozu na dálnici. Souhlasné vyjádření ŘSD ČR bylo doručeno dne 12. 6. 2019 a souhlasné stanovisko Ministerstva vnitra dne 6. 6. 2019 pod č. j. MV-63182-7/OBP-2019. Vzhledem k tomu, že nebyly shledány důvody pro zamítnutí daného záměru, rozhodlo Ministerstvo dopravy tak, jak je uvedeno ve výroku tohoto rozhodnutí.

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Proti tomuto rozhodnutí mohou účastníci řízení v souladu s § 152 zákona č. 500/2004 Sb., správní řád, ve znění pozdějších předpisů, podat rozklad k ministru dopravy cestou Ministerstva dopravy do 15 dnů od jeho doručení. Lhůta pro podání rozkladu se počítá ode dne následujícího po doručení rozhodnutí.

V Praze 14. června 2019

- otisk úředního razítka -

Ing. Václav Krumphanzl v. r.
ředitel
Odbor pozemních komunikací

Vydání tohoto rozhodnutí podléhá podle zákona č. 634/2004 Sb., o správních poplatcích, ve znění pozdějších předpisů a jeho přílohy Sazebník správních poplatků, pol. č. 36, zaplacení správního poplatku ve výši **100 Kč.**

Správní poplatek byl uhrazen dne 10. 6. 2019.

Rozdělovník

Účastníci řízení (§ 25 odst. 1 zákona o pozemních komunikacích):
- Dopravní projektování, spol. s r.o., Janáčkova 1194/12, 702 00 Ostrava
- Ředitelství silnic a dálnic ČR, Na Pankráci 56, 140 00 Praha 4

Dotčené orgány (§ 25 odst. 1 zákona o pozemních komunikacích):
- Ministerstvo vnitra, Odbor bezpečnostní politiky, Nad Štolou 3, 170 34 Praha 7

Ing. Václav Krumphanzl
Ministerstvo dopravy ČR
Elektronicky podepsáno: 14.06.2019 15:12:49
SERIALNUMBER=P543716, G=Václav, SN=Krumphanzl, CN=Ing. Václav Krumphanzl, OU=21464, O=Ministerstvo dopravy [IČ 66003008], OID.2.5.4.97=NTRCZ-66003008, C=CZ

ANNEX 7

FILLED QUESTIONNAIRES FROM TRAFFIC SURVEY ON BORDER CROSSINGS SK-CZ, SK-PL, CZ-PL (ELECTRONIC ANNEX – XLSX)

SEPARATE FILES

ANNEX 8

QUESTIONNAIRE FOR DEMAND SURVEY (ELECTRONIC ANNEX – XLSX)

ANNEX 9

LIST OF REQUESTED COMPANIES

List of requested companies for demand survey – Czech Republic

Number	NUTS	Region	Sector (industry / transport / store)	Company name	Commodity	Date of sending the questionnaire	Date of urgency
1	CZ080	Moravian-Silesian	transport	České dráhy Cargo, a.s.	10	10.5.2018	7.11.2018
2	CZ080	Moravian-Silesian	industry	MORAVIA STEEL a.s.	6	4.6.2018	7.11.2018
3	CZ080	Moravian-Silesian	industry	OKD, a.s.	4	4.6.2018	7.11.2018
4	CZ080	Moravian-Silesian	industry	ArcelorMittal Ostrava a.s.	6	4.6.2018	7.11.2018
5	CZ080	Moravian-Silesian	industry	VÍTKOVICE HOLDING, a.s.	6	4.6.2018	7.11.2018
6	CZ080	Moravian-Silesian	store	PHARMOS, a.s.	9	4.6.2018	7.11.2018
7	CZ080	Moravian-Silesian	industry	eD system a.s.	10	4.6.2018	7.11.2018
8	CZ080	Moravian-Silesian	industry	Continental Automotive Czech Republic sro	10	4.6.2018	7.11.2018
9	CZ080	Moravian-Silesian	transport	Advanced World Transport	10	4.6.2018	7.11.2018
10	CZ080	Moravian-Silesian	industry	Hanon Systems Autopal s.r.o.	10	4.6.2018	7.11.2018
11	CZ080	Moravian-Silesian	store	AT Computers a.s.	9	4.6.2018	7.11.2018
12	CZ080	Moravian-Silesian	store	Hruška, spol. s r.o.	2	5.6.2018	7.11.2018
13	CZ080	Moravian-Silesian	store	MAKRO Cash & Carry CR s.r.o.	2	5.6.2018	7.11.2018
14	CZ010	Moravian-Silesian	store	AHOLD Czech Republic, a.s.	2	5.6.2018	7.11.2018
15	CZ080	Moravian-Silesian	industry	Lenzing Biocel Paskov a.s.	5	5.6.2018	7.11.2018
16	CZ080	Moravian-Silesian	industry	FINITRADING a.s.	6	5.6.2018	7.11.2018
17	CZ080	Moravian-Silesian	industry	Green Gas DPB, a.s.	5	5.6.2018	7.11.2018
18	CZ080	Moravian-Silesian	industry	Hyundai Motor Czech s.r.o.	9	5.6.2018	7.11.2018
19	CZ080	Moravian-Silesian	industry	Plzeňský Prazdroj, a. s.	2	5.6.2018	7.11.2018
20	CZ080	Moravian-Silesian	industry	BONATRANS GROUP, a.s.	6	5.6.2018	7.11.2018
21	CZ080	Moravian-Silesian	industry	FINIDR, s.r.o.	9	5.6.2018	7.11.2018
22	CZ080	Moravian-Silesian	industry	ŽDB DRÁTOVNA a.s.	6	5.6.2018	7.11.2018
23	CZ080	Moravian-Silesian	industry	KOTOUČ ŠTRAMBERK, spol. s r. o.	5	5.6.2018	7.11.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company name	Commodity	Date of sending the questionnaire	Date of urgency
24	CZ080	Moravian-Silesian	industry	UnionOcel, s.r.o.	6	5.6.2018	7.11.2018
25	CZ080	Moravian-Silesian	industry	TATRA TRUCKS, a. s.	10	5.6.2018	7.11.2018
26	CZ080	Moravian-Silesian	industry	Siemens, s.r.o.	10	5.6.2018	7.11.2018
27	CZ080	Moravian-Silesian	industry	Brose CZ spol. s r.o.	10	5.6.2018	7.11.2018
28	CZ080	Moravian-Silesian	transport	ČEPRO, a.s.	4	5.6.2018	7.11.2018
29	CZ080	Moravian-Silesian	industry	LANEX a.s.	9	5.6.2018	7.11.2018
30	CZ080	Moravian-Silesian	industry	MSA, a.s.	6	5.6.2018	7.11.2018
31	CZ080	Moravian-Silesian	industry	OSTROJ a.s.	10	5.6.2018	7.11.2018
32	CZ080	Moravian-Silesian	industry	Teva Czech Industries s.r.o.	9	5.6.2018	7.11.2018
33	CZ080	Moravian-Silesian	transport	RKL Opava, spol. s r.o.	10	5.6.2018	7.11.2018
34	CZ080	Moravian-Silesian	transport	TQM – holding s.r.o.	10	5.6.2018	7.11.2018
35	CZ080	Moravian-Silesian	industry	Kofola ČeskoSlovensko a.s.	2	5.6.2018	7.11.2018
36	CZ080	Moravian-Silesian	industry	BorsodChem MCHZ, s.r.o.	8	5.6.2018	7.11.2018
37	CZ080	Moravian-Silesian	industry	OKK KOKSOVNY, A.S.	5	5.6.2018	7.11.2018
38	CZ080	Moravian-Silesian	transport	NH – TRANS, SE	10	5.6.2018	7.11.2018
39	CZ080	Moravian-Silesian	transport	Ostravská dopravní společnost, a.s.	10	5.6.2018	7.11.2018
40	CZ080	Moravian-Silesian	industry	Pivovar Ostravar	2	5.6.2018	7.11.2018
41	CZ080	Moravian-Silesian	industry	SATJAM, s.r.o.	10	5.6.2018	7.11.2018
42	CZ080	Moravian-Silesian	industry	ITT Holdings Czech Republic, s.r.o.	10	5.6.2018	7.11.2018
43	CZ080	Moravian-Silesian	industry	SUNGWOO HITECH s.r.o.	10	5.6.2018	7.11.2018
44	CZ080	Moravian-Silesian	transport	DACHSER E.s.t. A.s.	10	5.6.2018	7.11.2018
45	CZ080	Moravian-Silesian	industry	PEGATRON Czech s.r.o.	10	5.6.2018	7.11.2018
46	CZ080	Moravian-Silesian	industry	Rossignol Technology CZ, s.r.o.	10	5.6.2018	7.11.2018
47	CZ080	Moravian-Silesian	industry	Brembo Czech s.r.o.	10	5.6.2018	7.11.2018

List of requested companies for demand survey - Poland

Number	NUTS	Region	Sector (industry / transport / store)	Company name	Commodity	Date of sending the questionnaire	Date of urgency
1	PL010L2	Silesian-Opole	transport	ZTE Sp. z o.o. Sp.K.	10	10.12.2019	16.12.2019
2	PL010L2	Silesian-Opole	transport	"Transport i Spedycja Miedzynarodowa	10	10.12.2019	16.12.2019
3	PL010L2	Silesian-Opole	transport	"Kadam" Karasinski Adam	10	10.12.2019	16.12.2019
4	PL010L2	Silesian-Opole	transport	Inter-Logistic Polska Sp. z o.o. - Firma spedycyjna, usługi transportowe	10	10.12.2019	16.12.2019
5	PL010L2	Silesian-Opole	transport	Plus Logistics sp.j.	10	10.12.2019	16.12.2019
6	PL010L2	Silesian-Opole	transport	Polonia Logistyka Sp. z o.o.	10	10.12.2019	16.12.2019
7	PL010L2	Silesian-Opole	transport	"Przedsiębiorstwo Spedycyjno-Transportowe	10	10.12.2019	16.12.2019
8	PL010L2	Silesian-Opole	transport	POLBOD-TRANS Sp. z o.o."	10	10.12.2019	16.12.2019
9	PL010L2	Silesian-Opole	transport	SPEED SP. Z O.O. SP.K.	10	10.12.2019	16.12.2019
10	PL010L2	Silesian-Opole	transport	"PHU PAMAR TRANSPORT	10	10.12.2019	16.12.2019
11	PL010L2	Silesian-Opole	transport	EXPRESS-TEAM TRANSPORT MIĘDZYNARODOWY	10	21.11.2019	16.12.2019
12	PL010L2	Silesian-Opole	transport	Transport Międzynarodowy Jan Bauer	10	21.11.2019	16.12.2019
13	PL010L2	Silesian-Opole	transport	Transport Krajowy i Miedzynarodowy Wiesław Kasprzyca	10	21.11.2019	16.12.2019
14	PL010L2	Silesian-Opole	transport	Sobala K. Krajowy i międzynarodowy transport drogowy	10	21.11.2019	16.12.2019
15	PL010L2	Silesian-Opole	transport	Dartom Sp. z o.o. Transport międzynarodowy i spedycja	10	21.11.2019	16.12.2019
16	PL010L2	Silesian-Opole	transport	Rentrans Sp. z o.o. Stal nierdzewna, kwasoodporna, transport międzynarodowy	10	21.11.2019	16.12.2019
17	PL010L2	Silesian-Opole	transport	Bracia Olbrich sp.j. Transport ciężarowy	10	21.11.2019	16.12.2019
18	PL010L2	Silesian-Opole	transport	Sanco sp. z o.o.	10	21.11.2019	16.12.2019
19	PL010L2	Silesian-Opole	transport	Foltrans Center	10	21.11.2019	16.12.2019
20	PL010L2	Silesian-Opole	transport	"F. H. U. KLOSTAR“ Transport Międzynarodowy i Spedycja Przesyłki Ekspresowe "	10	21.11.2019	16.12.2019
21	PL010L2	Silesian-Opole	transport	ZTE Sp. z o.o. Sp.K.	10	21.11.2019	16.12.2019
22	PL010L2	Silesian-Opole	transport	"Transport i Spedycja Miedzynarodowa" "Kadam"" Karasinski Adam"	10	21.11.2019	16.12.2019

Number	NUTS	Region	Sector (industry / transport / store)	Company name	Commodity	Date of sending the questionnaire	Date of urgency
23	PL010L2	Silesian-Opole	transport	Inter-Logistic Polska Sp. z o.o. - Firma spedycyjna, usługi transportowe	10	21.11.2019	16.12.2019
24	PL010L2	Silesian-Opole	transport	Plus Logistics sp.j.	10	21.11.2019	16.12.2019
25	PL010L2	Silesian-Opole	transport	Polonia Logistyka Sp. z o.o.	10	21.11.2019	16.12.2019
26	PL010L2	Silesian-Opole	transport	"Przedsiębiorstwo Spedycyjno-Transportowe POLBOD-TRANS Sp. z o.o."	10	21.11.2019	16.12.2019
27	PL010L2	Silesian-Opole	transport	SPEED SP. Z O.O. SP.K.	10	21.11.2019	16.12.2019
28	PL010L2	Silesian-Opole	transport	"PHU PAMAR TRANSPORT Mariusz Pach"	10	21.11.2019	16.12.2019
29	PL010L2	Silesian-Opole	industry	"P.P.U.H. Metrans Zygmunt Osiecki"	10	21.11.2019	16.12.2019
30	PL010L2	Silesian-Opole	industry	"MIĄSO" Spółka Jawna	10	21.11.2019	16.12.2019
31	PL010L2	Silesian-Opole	transport	JAS-FBG S.A.	10	16.11.2019	16.12.2019
32	PL010L2	Silesian-Opole	transport	Górnośląskie Stowarzyszenie Przewoźników Drogowych	10	16.11.2019	16.12.2019
33	PL006L2	Pomorskie	transport	Polska Izba Spedycji i Logistyki	10	16.11.2019	16.12.2019
34	PL001L2	Mazowieckie	transport	Polska Izba Spedycji i Logistyki	10	16.11.2019	16.12.2019
35	PL001L2	Mazowieckie	transport	Zrzeszenie Międzynarodowych Przewoźników Drogowych w Polsce	10	16.11.2019	16.12.2019
36	PL004L2	Dolnośląskie	transport	Stowarzyszenie Przewoźników Drogowych	10	16.11.2019	16.12.2019
37	PL004L2	Dolnośląskie	transport	Dolnośląskie Stowarzyszenie Przewoźników Międzynarodowych	10	16.11.2019	16.12.2019
38	PL001L2	Mazowieckie	transport	Polska Izba Gospodarcza Transportu Samochodowego i Spedycji	10	16.11.2019	16.12.2019

List of requested companies for demand survey - Slovakia

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
1	SK031	Žilina	industry	Kia Motors Slovakia, s.r.o.	9	3.7.2018
2	SK031	Žilina	industry	Mobis Slovakia, s.r.o.	6	3.7.2018
3	SK031	Žilina	industry	Schaeffler Slovensko, s.r.o.	6	3.7.2018
4	SK031	Žilina	industry	Mondi SCP, a.s., Ružomberok	9	3.7.2018
5	SK031	Žilina	industry	Sungwoo Hitech Slovakia, s.r.o., Žilina	6	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
6	SK031	Žilina	industry	Panasonic Industrial Devices Slovakia, s.r.o., Trstená	6	3.7.2018
7	SK031	Žilina	industry	Hyundai Dymos Slovakia, s.r.o., Žilina	6	3.7.2018
8	SK031	Žilina	industry	Sejong Slovakia, s.r.o., Lietavská Lúčka	6	3.7.2018
9	SK031	Žilina	industry	Donghee Slovakia, s.r.o., Strečno	6	3.7.2018
10	SK031	Žilina	industry	Hyundai Steel Slovakia, s.r.o., Gbeľany	6	3.7.2018
11	SK031	Žilina	industry	Mahle Behr Námestovo, s.r.o., Námestovo	6	3.7.2018
12	SK031	Žilina	industry	Metsa Tissue Slovakia, s.r.o., Žilina	9	3.7.2017
13	SK031	Žilina	industry	Prodcen, s.r.o., Predmier	6	3.7.2018
14	SK031	Žilina	store	COOP Jednota – Logistické centrum, a.s., Horný Hričov	2	3.7.2018
15	SK031	Žilina	industry	Slovwood Ružomberok, a.s., Ružomberok	3	3.7.2018
16	SK031	Žilina	industry	Trim Leader, a.s., Košťany nad Turcom	9	3.7.2018
17	SK031	Žilina	industry	OFZ, a.s., Oravský Podzámok	5	3.7.2018
18	SK031	Žilina	industry	Ferona Slovakia, a.s., Žilina	6	3.7.2018
19	SK031	Žilina	industry	KraussMaffei Technologies, s.r.o., Sučany	6	3.7.2018
20	SK031	Žilina	industry	Kofola, a.s., Rajecká Lesná	2	3.7.2018
21	SK031	Žilina	store	COOP Jednota Čadca, s.d., Čadca	2	3.7.2018
22	SK031	Žilina	industry	Webasto Donghee Slovakia, s.r.o., Strečno	9	3.7.2018
23	SK031	Žilina	store	COOP Jednota Žilina, s.d., Žilina	2	3.7.2018
24	SK031	Žilina	industry	Rettenmeier Tatra Timber, s.r.o., Liptovský Hrádok	3	3.7.2018
25	SK031	Žilina	industry	Eltek, s.r.o., Liptovský Hrádok	6	3.7.2018
26	SK031	Žilina	store	Stavebniny DEK, s.r.o., Žilina	7	3.7.2018
27	SK031	Žilina	industry	MAR SK, s.r.o., Sučany	6	3.7.2018
28	SK031	Žilina	store	Libex, s.r.o., Žilina	2	3.7.2018
29	SK031	Žilina	industry	Kinex Bearings, a.s., Bytča	6	3.7.2018
30	SK031	Žilina	industry	Ryba Žilina, s r.o., Žilina	2	3.7.2018
31	SK031	Žilina	industry	Nobel Automotive Slovakia, s.r.o., Dolný Kubín	6	3.7.2018
32	SK031	Žilina	store	Verex-Elto, a.s., Liptovský Mikuláš	9	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
33	SK031	Žilina	industry	Glovis Slovakia, s.r.o., Žilina	6	3.7.2018
34	SK031	Žilina	industry	ŽP Eko Qelet, a.s., Martin	5	3.7.2018
35	SK031	Žilina	store	Mountfield SK, s.r.o., Martin	9	3.7.2018
36	SK031	Žilina	industry	Polycasa Slovakia, s.r.o., Žilina	7	3.7.2018
37	SK031	Žilina	industry	Slovenské pramene a žriedla, a.s., Budiš	2	3.7.2018
38	SK031	Žilina	industry	DS Smith Turpak Obaly, a.s., Martin	9	3.7.2018
39	SK031	Žilina	industry	Craemer Slovakia, s.r.o., Liptovský Mikuláš	6	3.7.2018
40	SK031	Žilina	industry	Hanes Global Supply Chain Slovakia, a.s., Čadca	9	3.7.2018
41	SK031	Žilina	industry	Mahle Engine Components Slovakia, s.r.o., Dolný Kubín	6	3.7.2018
42	SK031	Žilina	industry	Žilinská teplárenská, a.s., Žilina	4	3.7.2018
43	SK031	Žilina	industry	ŽOS Vrútky, a.s., Vrútky	6	3.7.2018
44	SK031	Žilina	industry	Hydac Electronic, s.r.o., Tvrdošín	6	3.7.2018
45	SK031	Žilina	industry	SlovTan Contract Tannery, s.r.o., Liptovský Mikuláš	5	3.7.2018
46	SK031	Žilina	industry	Hern, s.r.o., Námestovo	6	3.7.2018
47	SK031	Žilina	industry	HBM Pharma, s.r.o., Martin	2	3.7.2018
48	SK031	Žilina	industry	Klauke Slovakia, s.r.o., Dolný Kubín	6	3.7.2018
49	SK031	Žilina	industry	CD - profil, s.r.o., Liptovský Mikuláš	6	3.7.2018
50	SK031	Žilina	transport	Quehenberger Logistics SVK, a.s., Ružomberok	10	3.7.2018
51	SK031	Žilina	industry	Coba Automotive, s.r.o., Terchová	5	3.7.2018
52	SK031	Žilina	industry	GeLiMa, a.s., Liptovský Mikuláš	5	3.7.2018
53	SK031	Žilina	industry	Martinská teplárenská, a.s., Martin	4	3.7.2018
54	SK031	Žilina	store	Tempo Kondela, s.r.o., Tvrdošín	9	3.7.2018
55	SK031	Žilina	store	PPG Deco Slovakia, s.r.o., Žilina	9	3.7.2018
56	SK031	Žilina	industry	ZWL Slovakia - Výroba ozubených kolies Sučany, s.r.o., Sučany	6	3.7.2018
57	SK031	Žilina	industry	Prefa invest, a.s., Sučany	7	3.7.2018
58	SK031	Žilina	industry	Dolvap, s.r.o., Varín	7	3.7.2018
59	SK031	Žilina	industry	Sezam, s.r.o., Žilina	7	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
60	SK031	Žilina	industry	Váhostav-SK-Prefa, s.r.o., Horný Hričov	7	3.7.2018
61	SK031	Žilina	industry	Itoss, s.r.o., Dolný Kubín	9	3.7.2018
62	SK031	Žilina	industry	RBR Betón, s.r.o., Žilina	7	3.7.2018
63	SK031	Žilina	industry	Materasso Slovakia, s.r.o., Oravské Veselé	9	3.7.2018
64	SK031	Žilina	industry	Aluprint, s.r.o., Vrútky	9	3.7.2018
65	SK031	Žilina	industry	Lesotrans, s.r.o., Žilina	3	3.7.2018
66	SK021	Trnava	industry	Samsung Electronics Slovakia, s.r.o., Galanta	6	3.7.2018
67	SK021	Trnava	industry	PCA Slovakia, s.r.o., Trnava	9	3.7.2018
68	SK021	Trnava	industry	Vaillant Industrial Slovakia, s.r.o., Skalica	6	3.7.2018
69	SK021	Trnava	store	Enagro, a.s., Leopoldov	1	3.7.2018
70	SK021	Trnava	industry	ArcelorMittal Gonvarri SSC Slovakia, s.r.o., Senica	6	3.7.2018
71	SK021	Trnava	industry	Protherm Production, s.r.o., Skalica	6	3.7.2018
72	SK021	Trnava	store	Agropodnik, a.s., Trnava	1	3.7.2018
73	SK021	Trnava	industry	Samsung SDS Global SCL Slovakia, s.r.o., Voderady	9	3.7.2018
74	SK021	Trnava	industry	ŽOS Trnava, a.s., Trnava	6	3.7.2018
75	SK021	Trnava	industry	Enviral, a.s., Leopoldov	8	3.7.2018
76	SK021	Trnava	industry	Boge Elastmetall Slovakia, a.s., Trnava	9	3.7.2018
77	SK021	Trnava	industry	Meroco, a.s., Leopoldov	4	3.7.2018
78	SK021	Trnava	industry	Jasplastik-SK, s.r.o., Galanta	9	3.7.2018
79	SK021	Trnava	industry	Poľnoservis, a.s., Leopoldov	1	3.7.2018
80	SK021	Trnava	industry	Fine DNC Slovakia, s.r.o., Voderady	9	3.7.2018
81	SK021	Trnava	industry	Semikron, s.r.o., Vrbové	9	3.7.2018
82	SK021	Trnava	industry	Schindler eskalátory, s.r.o., Dunajská Streda	6	3.7.2018
83	SK021	Trnava	industry	Lumens TZ, s.r.o., Piešťany	9	3.7.2018
84	SK021	Trnava	industry	Slovenské cukrovary, s.r.o., Sereď	2	3.7.2018
85	SK021	Trnava	store	HAVI Logistics, s.r.o., Trnava	2	3.7.2018
86	SK021	Trnava	industry	Wertheim, s.r.o., Dunajská Streda	6	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
87	SK021	Trnava	store	COOP Jednota Galanta, s.d., Galanta	2	3.7.2018
88	SK021	Trnava	industry	Eissmann SMP Automotive Interieur Slovensko, s.r.o., Holíč	9	3.7.2018
89	SK021	Trnava	industry	OMS, a.s., Dojč	9	3.7.2018
90	SK021	Trnava	store	Emil Krajčík, s.r.o., Senica	9	3.7.2018
91	SK021	Trnava	industry	Deichmann-obuv SK, s.r.o., Dunajská Streda	9	3.7.2018
92	SK021	Trnava	transport	Railtrans International, a.s., Leopoldov	10	3.7.2018
93	SK021	Trnava	store	COOP Jednota Trnava, s.d., Trnava	2	3.7.2018
94	SK021	Trnava	store	Coop JLC, a.s., Kostolné Kračany	2	3.7.2018
95	SK021	Trnava	industry	Grafobal, a.s., Skalica	9	3.7.2018
96	SK021	Trnava	industry	Saneca Pharmaceuticals, a.s., Hlohovec	8	3.7.2018
97	SK021	Trnava	industry	Eissmann Automotive Slovensko, s.r.o., Holíč	6	3.7.2018
98	SK021	Trnava	industry	Jaf Holz Slovakia, s.r.o., Špačince	3	3.7.2018
99	SK021	Trnava	industry	Robertshaw, a.s., Trnava	6	3.7.2018
100	SK021	Trnava	industry	Streit Trnava, s.r.o., Zavar	6	3.7.2018
101	SK021	Trnava	industry	Audia Plastics, s.r.o., Voderady	9	3.7.2018
102	SK021	Trnava	industry	Bodet & Horst mattress ticking Verwaltungs, s.r.o., Vrbové	9	3.7.2018
103	SK021	Trnava	industry	Fremach Trnava, s.r.o., Trnava	6	3.7.2018
104	SK021	Trnava	industry	Shinwha Intertek Slovakia, s.r.o., Voderady	9	3.7.2018
105	SK021	Trnava	transport	HTNS Slovakia, s.r.o., Galanta	10	3.7.2018
106	SK021	Trnava	industry	Ada Waste, s.r.o., Šintava	5	3.7.2018
107	SK021	Trnava	industry	Chemolak, a.s., Smolenice	8	3.7.2018
108	SK021	Trnava	industry	SKH plastic, s.r.o., Matúškovo	9	3.7.2018
109	SK021	Trnava	industry	Hubert J.E., s.r.o., Sereď	2	3.7.2018
110	SK021	Trnava	industry	Europack, a.s., Dunajská Streda	9	3.7.2018
111	SK021	Trnava	industry	Xella Slovensko, s.r.o., Šaštín-Stráže	7	3.7.2018
112	SK021	Trnava	industry	Minit Slovakia, s.r.o., Dunajská Streda	2	3.7.2018
113	SK021	Trnava	industry	c2i, s.r.o., Dunajská Streda	9	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
114	SK021	Trnava	industry	Fekollini, s.r.o., Sládkovičovo	2	3.7.2018
115	SK021	Trnava	transport	NAD – RESS Senica, a.s., Senica	10	3.7.2018
116	SK021	Trnava	industry	wolfcraft SK, s.r.o., Malé Dvorníky	6	3.7.2018
117	SK021	Trnava	industry	ArcelorMittal Tailored Blanks Senica, s.r.o., Senica	6	3.7.2018
118	SK021	Trnava	industry	AJ Metal Design, a.s., Hrnčiarovce nad Parnou	9	3.7.2018
119	SK021	Trnava	industry	Ekom, s.r.o., Piešťany	9	3.7.2018
120	SK021	Trnava	industry	B.C.B., s.r.o., Galanta	6	3.7.2018
121	SK021	Trnava	transport	3J-3D int., s.r.o., Voderady	10	3.7.2018
122	SK021	Trnava	industry	Elastik, s.r.o., Šelpice	8	3.7.2018
123	SK021	Trnava	industry	Maccaferri Manufacturing Europe, s.r.o., Senica	6	3.7.2018
124	SK021	Trnava	industry	Biometrix, s.r.o., Šamorín	9	3.7.2018
125	SK021	Trnava	industry	Dipex, s.r.o., Sereď	5	3.7.2018
126	SK021	Trnava	industry	Lycos – Trnavské sladovne, s.r.o., Trnava	1	3.7.2018
127	SK021	Trnava	industry	Zlieváreň Trnava, s.r.o., Trnava	6	3.7.2018
128	SK021	Trnava	industry	Slovenské liehovary a likérky, a.s., Leopoldov	2	3.7.2018
129	SK021	Trnava	industry	Euromilk, a.s., Veľký Meder	1	3.7.2018
130	SK021	Trnava	industry	Innopharma, s.r.o., Dunajská Streda	2	3.7.2018
131	SK021	Trnava	industry	Energomont, s.r.o., Trnava	6	3.7.2018
132	SK021	Trnava	industry	Semmelrock Stein + Design Dlažby, s.r.o., Sereď	7	3.7.2018
133	SK021	Trnava	industry	Diplomat Dental, s.r.o., Piešťany	9	3.7.2018
134	SK022	Trenčín	industry	Continental Matador Rubber, s.r.o., Púchov	9	3.7.2018
135	SK022	Trenčín	industry	Unipharma, 1. slov. lekárnická, a.s., Bojnice	2	3.7.2018
136	SK022	Trenčín	industry	TRW Automotive (Slovakia), s.r.o., Nové Mesto nad Váhom	6	3.7.2018
137	SK022	Trenčín	industry	Hella Slovakia Signal-Lighting, s.r.o., Bánovce nad Bebravou	9	3.7.2018
138	SK022	Trenčín	store	C & A Mode, s.r.o., Kočovce	9	3.7.2018
139	SK022	Trenčín	industry	Hella Slovakia Front-Lighting, s.r.o., Kočovce	9	3.7.2018
140	SK022	Trenčín	store	Raven, a.s., Považská Bystrica	7	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
141	SK022	Trenčín	industry	Nestlé Slovensko, s.r.o., Prievidza	2	3.7.2018
142	SK022	Trenčín	industry	Fortischem, a.s., Nováky	8	3.7.2018
143	SK022	Trenčín	industry	Považský cukor, a.s., Trenčianska Teplá	2	3.7.2018
144	SK022	Trenčín	industry	Elster, s.r.o., Stará Turá	9	3.7.2018
145	SK022	Trenčín	industry	Magna Slovteca, s.r.o., Nové Mesto nad Váhom	6	3.7.2018
146	SK022	Trenčín	industry	Hornonitrianske bane, a.s., Prievidza	4	3.7.2018
147	SK022	Trenčín	industry	Partizánske Building Components-SK, s.r.o., Partizánske	7	3.7.2018
148	SK022	Trenčín	industry	Danfoss Power Solutions, a.s., Považská Bystrica	9	3.7.2018
149	SK022	Trenčín	industry	PSL, a.s., Považská Bystrica	6	3.7.2018
150	SK022	Trenčín	industry	Gabor, s.r.o., Bánovce nad Bebravou	9	3.7.2018
151	SK022	Trenčín	industry	GeWiS Slovakia, s.r.o., Prievidza	6	3.7.2018
152	SK022	Trenčín	industry	Rialto, s.r.o., Partizánske	9	3.7.2018
153	SK022	Trenčín	industry	MAKS-D, s.r.o., Nováky	6	3.7.2018
154	SK022	Trenčín	industry	Púchovský mäsový priemysel, a.s., Púchov	2	3.7.2018
155	SK022	Trenčín	industry	Delta Electronics (Slovakia), s.r.o., Dubnica nad Váhom	9	3.7.2018
156	SK022	Trenčín	industry	Slovaktual, s.r.o., Pravenec	7	3.7.2018
157	SK022	Trenčín	store	Bidfood Slovakia, s.r.o., Nové Mesto nad Váhom	2	3.7.2018
158	SK022	Trenčín	industry	Dalitrans, s.r.o., Veľké Bierovce	10	3.7.2018
159	SK022	Trenčín	industry	Matador industries, a.s., Dubnica nad Váhom	9	3.7.2018
160	SK022	Trenčín	industry	Považská cementáreň, a.s., Ladce	7	3.7.2018
161	SK022	Trenčín	industry	Dongil Rubber Belt Slovakia, s.r.o., Považská Bystrica	9	3.7.2018
162	SK022	Trenčín	store	COOP Jednota Prievidza, s.d., Prievidza	2	3.7.2018
163	SK022	Trenčín	industry	Silgan Metal Packaging Nove Mesto, a.s., Nové Mesto nad Váhom	6	3.7.2018
164	SK022	Trenčín	industry	Bonfiglioli Slovakia, s.r.o., Považská Bystrica	6	3.7.2018
165	SK022	Trenčín	store	Mikona, s.r.o., Púchov	9	3.7.2018
166	SK022	Trenčín	industry	Askoll Slovakia, s.r.o., Potvorice	6	3.7.2018
167	SK022	Trenčín	industry	MSM Martin, s.r.o., Dubnica nad Váhom	6	3.7.2018

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168	SK022	Trenčín	industry	KJG, a.s., Čachtice	6	3.7.2018
169	SK022	Trenčín	industry	Daejung Europe, s.r.o., Dubnica nad Váhom	6	3.7.2018
170	SK022	Trenčín	industry	Carcoustics Slovakia Nováky, s.r.o., Nováky	9	3.7.2018
171	SK022	Trenčín	industry	Bizlink Technology (Slovakia), s.r.o., Trenčianska Teplá	6	3.7.2018
172	SK022	Trenčín	industry	Marius Pedersen, a.s., Trenčín	5	3.7.2018
173	SK022	Trenčín	industry	Manz Slovakia, s.r.o., Nové Mesto nad Váhom	6	3.7.2018
174	SK022	Trenčín	transport	B.T. Transport, s.r.o., Trenčín	10	3.7.2018
175	SK022	Trenčín	industry	Vegum, a.s., Dolné Vestenice	9	3.7.2018
176	SK022	Trenčín	industry	IMC Slovakia, s.r.o., Považská Bystrica	6	3.7.2018
177	SK022	Trenčín	industry	MTA Slovakia, s.r.o., Bánovce nad Bebravou	6	3.7.2018
178	SK022	Trenčín	industry	Cemmac, a.s., Horné Srnie	7	3.7.2018
179	SK022	Trenčín	industry	Medeko Cast, s.r.o., Považská Bystrica	6	3.7.2018
180	SK022	Trenčín	industry	Araver, a.s., Trenčín	9	3.7.2018
181	SK022	Trenčín	industry	EVPÚ, a.s., Nová Dubnica	6	3.7.2018
182	SK022	Trenčín	industry	Milsy, a.s., Bánovce nad Bebravou	2	3.7.2018
183	SK022	Trenčín	industry	Porfix – pórobetón, a.s., Zemianske Kostoľany	7	3.7.2018
184	SK022	Trenčín	industry	Vacuumschmelze, s.r.o., Horná Streda	6	3.7.2018
185	SK022	Trenčín	industry	Konštrukta – Industry, a.s., Trenčín	6	3.7.2018
186	SK022	Trenčín	industry	Reutter SK, s.r.o., Myjava	9	3.7.2018
187	SK022	Trenčín	industry	Chirana T.Injecta, a.s., Stará Turá	9	3.7.2018
188	SK022	Trenčín	industry	Tatra Gold, s.r.o., Beluša	9	3.7.2018
189	SK022	Trenčín	industry	Valsabbia Slovakia, s.r.o., Bánovce nad Bebravou	7	3.7.2018
190	SK022	Trenčín	industry	Coopbox Eastern, s.r.o., Nové Mesto nad Váhom	9	3.7.2018
191	SK022	Trenčín	industry	Old Herold, s.r.o., Trenčín	2	3.7.2018
192	SK022	Trenčín	industry	Agrofarma, s.r.o., Červený Kameň	2	3.7.2018
193	SK022	Trenčín	industry	Svaman, s.r.o., Myjava	2	3.7.2018

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194	SK022	Trenčín	industry	Booster Precision Components (Povazska Bystrica), s.r.o., Považská Bystrica	6	3.7.2018
195	SK022	Trenčín	industry	Biohem, s.r.o., Trenčín	8	3.7.2018
196	SK022	Trenčín	industry	Novesta, a.s., Partizánske	9	3.7.2018
197	SK022	Trenčín	industry	DOR, s.r.o., Považská Bystrica	6	3.7.2018
198	SK022	Trenčín	industry	VIPO, a.s., Partizánske	6	3.7.2018
199	SK022	Trenčín	industry	Chirana Medical, a.s., Stará Turá	9	3.7.2018
200	SK041	Prešov	industry	Whirlpool Slovakia, s.r.o., Poprad	9	3.7.2018
201	SK041	Prešov	industry	Tatravagónka, a.s., Poprad	6	3.7.2018
202	SK041	Prešov	industry	Lear Corporation Seating Slovakia, s.r.o., Prešov	9	3.7.2018
203	SK041	Prešov	store	Merkury Market Slovakia, s.r.o., Prešov	9	3.7.2018
204	SK041	Prešov	industry	Pivovary Topvar, a.s., Veľký Šariš	2	3.7.2018
205	SK041	Prešov	industry	Mecom Group, s.r.o., Humenné	2	3.7.2018
206	SK041	Prešov	industry	Milk-Agro, s.r.o., Prešov	2	3.7.2018
207	SK041	Prešov	industry	Nexis Fibers, a.s., Humenné	5	3.7.2018
208	SK041	Prešov	industry	Bukóza Export-Import, a.s., Hencovce	3	3.7.2018
209	SK041	Prešov	industry	Chemosvit Folie, a.s., Svit	5	3.7.2018
210	SK041	Prešov	transport	STD Donivo, a.s., Vranov nad Topľou	10	3.7.2018
211	SK041	Prešov	industry	KE Prešov Elektrik, s.r.o., Prešov	6	3.7.2018
212	SK041	Prešov	store	Farmakol, s.r.o., Ľubotice	2	3.7.2018
213	SK041	Prešov	industry	Tatranská mliekareň, a.s., Kežmarok	2	3.7.2018
214	SK041	Prešov	industry	D.P. Ekoplast, s.r.o., Snina	9	3.7.2018
215	SK041	Prešov	industry	FTE automotive Slovakia, s.r.o., Prešov	6	3.7.2018
216	SK041	Prešov	industry	Andritz Slovakia, s.r.o., Humenné	6	3.7.2018
217	SK041	Prešov	industry	Draka Comteq Slovakia, s.r.o., Záborské	6	3.7.2018
218	SK041	Prešov	industry	Cemm Thome SK, s.r.o., Prešov	6	3.7.2018
219	SK041	Prešov	industry	Muller Textiles Slovakia, s.r.o., Myslina	9	3.7.2018

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220	SK041	Prešov	industry	Immergas Europe, s.r.o., Poprad	6	3.7.2018
221	SK041	Prešov	industry	Sanas, a.s., Sabinov	9	3.7.2018
222	SK041	Prešov	industry	Oldrati Slovensko, s.r.o., Humenné	9	3.7.2018
223	SK041	Prešov	industry	Schüle Slovakia, s.r.o., Poprad	6	3.7.2018
224	SK041	Prešov	industry	Spinea, s.r.o., Prešov	6	3.7.2018
225	SK041	Prešov	industry	Imuna Pharm, a.s., Šarišské Michaľany	2	3.7.2018
226	SK041	Prešov	industry	Tesla Stropkov, a.s., Stropkov	9	3.7.2018
227	SK041	Prešov	industry	Baliarne obchodu, a.s., Poprad	2	3.7.2018
228	SK041	Prešov	industry	Tytex Slovakia, s.r.o., Humenné	9	3.7.2018
229	SK041	Prešov	industry	HO&PE Family, s.r.o., Poprad	2	3.7.2018
230	SK041	Prešov	industry	Linak Slovakia, s.r.o., Župčany	9	3.7.2018
231	SK041	Prešov	industry	Tatramat – ohrievače vody, s.r.o., Poprad	9	3.7.2018
232	SK041	Prešov	industry	Chemes, a.s., Humenné	4	3.7.2018
233	SK041	Prešov	industry	Mops Press, s.r.o., Snina	6	3.7.2018
234	SK041	Prešov	industry	LPH Vranov n/T, s.r.o., Vranov nad Topľou	9	3.7.2018
235	SK041	Prešov	transport	Hudos, s.r.o., Bardejov	10	3.7.2018
236	SK041	Prešov	industry	Linora, s.r.o., Hencovce	9	3.7.2018
237	SK041	Prešov	industry	Plastiflex Slovakia, s.r.o., Kežmarok	9	3.7.2018
238	SK041	Prešov	industry	Thymos, s.r.o., Veľká Lomnica	2	3.7.2018
239	SK041	Prešov	industry	Intravena, s.r.o., Prešov	8	3.7.2018
240	SK041	Prešov	industry	MEDea pharmaceuticals, s.r.o., Prešov	2	3.7.2018
241	SK041	Prešov	industry	Cimbaľák, s.r.o., Bardejov	2	3.7.2018
242	SK041	Prešov	industry	Gemor Fashion, s.r.o., Prešov	9	3.7.2018
243	SK041	Prešov	industry	Hesta, s.r.o., Prešov	9	3.7.2018
244	SK041	Prešov	industry	Zeocem, a.s., Bystré	7	3.7.2018
245	SK041	Prešov	industry	Zastrova, a.s., Spišská Stará Ves	9	3.7.2018
246	SK041	Prešov	industry	Frost, a.s., Prešov	2	3.7.2018

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247	SK041	Prešov	industry	Mäsokombinát Nord Svit, s.r.o., Svit	2	3.7.2018
248	SK041	Prešov	industry	BGV, s.r.o., Hniezdne	2	3.7.2018
249	SK041	Prešov	industry	Strojchem, a.s., Svit	6	3.7.2018
250	SK041	Prešov	industry	Bioenergy Bardejov, s.r.o., Bardejov	4	3.7.2018
251	SK023	Nitra	industry	Foxconn Slovakia, s.r.o., Nitra	9	3.7.2018
252	SK023	Nitra	industry	Duslo, a.s., Šaľa	8	3.7.2018
253	SK023	Nitra	industry	ZKW Slovakia, s.r.o., Krušovce	6	3.7.2018
254	SK023	Nitra	store	Med – Art, s.r.o., Nitra	2	3.7.2018
255	SK023	Nitra	industry	Nidec Global Appliance Slovakia, s.r.o., Zlaté Moravce	9	3.7.2018
256	SK023	Nitra	store	Gamex Trading, s.r.o., Komárno	8	3.7.2018
257	SK023	Nitra	industry	Heineken Slovensko Distribúcia, s.r.o., Hurbanovo	2	3.7.2018
258	SK023	Nitra	transport	Šped – Trans, s.r.o., Levice	10	3.7.2018
259	SK023	Nitra	industry	Osram, a.s., Nové Zámky	9	3.7.2018
260	SK023	Nitra	industry	de Miclén, a.s., Levice	8	3.7.2018
261	SK023	Nitra	industry	ACHP Levice, a.s., Levice	8	3.7.2018
262	SK023	Nitra	store	COOP Jednota Nové Zámky, s.d., Nové Zámky	2	3.7.2018
263	SK023	Nitra	store	Veľkoobchodný družstevný podnik, a.s., Levice	2	3.7.2018
264	SK023	Nitra	industry	Hyza, a.s., Topoľčany	2	3.7.2018
265	SK023	Nitra	industry	Shin Heung Precision Slovakia, s.r.o., Šaľa	9	3.7.2018
266	SK023	Nitra	industry	Agro Tami, a.s., Nitra	2	3.7.2018
267	SK023	Nitra	industry	Cikautxo SK, s.r.o., Nové Zámky	9	3.7.2018
268	SK023	Nitra	industry	Cloetta Slovakia, s.r.o., Levice	2	3.7.2018
269	SK023	Nitra	store	Pharmos, a.s., Nitra	2	3.7.2018
270	SK023	Nitra	industry	Decodom, s.r.o., Topoľčany	9	3.7.2018
271	SK023	Nitra	industry	Kongsberg Automotive, s.r.o., Vráble	9	3.7.2018
272	SK023	Nitra	store	COOP Jednota Nitra, s.d., Nitra	2	3.7.2018
273	SK023	Nitra	transport	Toptrans EU, a.s., Nitra	10	3.7.2018

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274	SK023	Nitra	industry	Bang Joo Electronics Slovakia, s.r.o., Šurany	9	3.7.2018
275	SK023	Nitra	industry	Vicente Torns Slovakia, a.s., Veľké Kosihy	6	3.7.2018
276	SK023	Nitra	industry	Kromberg & Schubert, s.r.o., Kolárovo	6	3.7.2018
277	SK023	Nitra	industry	Miba Steeltec, s.r.o., Vráble	6	3.7.2018
278	SK023	Nitra	industry	Penam Slovakia, a.s., Nitra	2	3.7.2018
279	SK023	Nitra	industry	ThyssenKrupp Materials Slovakia, s.r.o., Nové Zámky	7	3.7.2018
280	SK023	Nitra	industry	GU Slovensko, s.r.o., Lužianky	6	3.7.2018
281	SK023	Nitra	industry	SE Bordnetze – Slovakia, s.r.o., Nitra	9	3.7.2018
282	SK023	Nitra	industry	JAV – AKC, s.r.o., Vlčany	2	3.7.2018
283	SK023	Nitra	industry	Constellium Extrusions Levice, s.r.o., Levice	6	3.7.2018
284	SK023	Nitra	industry	Enpay Transformer Components, s.r.o., Krškany	6	3.7.2018
285	SK023	Nitra	industry	Inzi SK, s.r.o., Šurany	9	3.7.2018
286	SK023	Nitra	industry	Bauer Gear Motor Slovakia, s.r.o., Zlaté Moravce	6	3.7.2018
287	SK023	Nitra	industry	Nuritech SK, s.r.o., Hurbanovo	9	3.7.2018
288	SK023	Nitra	industry	Nourus – Mäso, s.r.o., Tešedíkovo	2	3.7.2018
289	SK023	Nitra	industry	Europlac, s.r.o., Topoľčany	9	3.7.2018
290	SK023	Nitra	industry	HTP Slovakia Vráble, s.r.o., Vráble	6	3.7.2018
291	SK023	Nitra	industry	Mlyn Kolárovo, a.s., Kolárovo	1	3.7.2018
292	SK023	Nitra	industry	Pankl Automotive Slovakia, s.r.o., Topoľčany	9	3.7.2018
293	SK023	Nitra	industry	Muehlbauer Technologies, s.r.o., Nitra	6	3.7.2018
294	SK023	Nitra	transport	TransLog Slovakia, a.s., Levice	10	3.7.2018
295	SK023	Nitra	industry	Klimak, s.r.o., Nitra	9	3.7.2018
296	SK023	Nitra	industry	Vinárske závody Topoľčianky, s.r.o., Topoľčianky	2	3.7.2018
297	SK023	Nitra	industry	Hörle Wire, s.r.o., Nitra	6	3.7.2018
298	SK023	Nitra	industry	Wienerberger slovenské tehelne, s.r.o., Zlaté Moravce	7	3.7.2018
299	SK023	Nitra	industry	Levické mliekárne, a.s., Levice	2	3.7.2018
300	SK023	Nitra	industry	Švec a spol, s.r.o., Vráble	6	3.7.2018

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301	SK023	Nitra	industry	Krošlák, s.r.o., Nitrianska Blatnica	9	3.7.2018
302	SK023	Nitra	industry	Novofruct SK, s.r.o., Nové Zámky	2	3.7.2018
303	SK023	Nitra	industry	Fenestra Sk, s.r.o., Zlaté Moravce	7	3.7.2018
304	SK023	Nitra	store	InterMedical, s.r.o., Nitra	2	3.7.2018
305	SK023	Nitra	store	Campri, s.r.o., Lužianky	7	3.7.2018
306	SK023	Nitra	industry	Zovos-Eko, s.r.o., Čáb	6	3.7.2018
307	SK023	Nitra	industry	HSH, s.r.o., Veľké Zálužie	2	3.7.2018
308	SK023	Nitra	transport	Almatrans, s.r.o., Levice	10	3.7.2018
309	SK023	Nitra	industry	Nefab Packaging Slovakia, s.r.o., Levice	3	3.7.2018
310	SK023	Nitra	industry	Bioenergy Topoľčany, s.r.o., Topoľčany	3	3.7.2018
311	SK023	Nitra	industry	Bramac – strešné systémy, s.r.o., Ivanka pri Nitre	7	3.7.2018
312	SK023	Nitra	industry	Hammerbacher SK, a.s., Pukanec	9	3.7.2018
313	SK023	Nitra	industry	Axson Central Europe, s.r.o., Zlaté Moravce	4	3.7.2018
314	SK023	Nitra	industry	Low & Bonar Slovakia, a.s., Ivanka pri Nitre	9	3.7.2018
315	SK042	Košice	industry	U.S. Steel Košice, s.r.o., Košice	6	3.7.2018
316	SK042	Košice	store	Pikaro, s.r.o., Košice	5	3.7.2018
317	SK042	Košice	industry	Getrag Ford Transmissions Slovakia, s.r.o., Kechnec	6	3.7.2018
318	SK042	Košice	industry	Labaš, s.r.o., Košice	2	3.7.2018
319	SK042	Košice	industry	Embraco Slovakia, s.r.o., Spišská Nová Ves	9	3.7.2018
320	SK042	Košice	industry	Essity Slovakia, s.r.o., Gemerská Hôrka	5	3.7.2018
321	SK042	Košice	industry	BSH Drives and Pumps, s.r.o., Michalovce	6	3.7.2018
322	SK042	Košice	industry	Yazaki Wiring Technologies Slovakia, s.r.o., Michalovce	6	3.7.2018
323	SK042	Košice	industry	Crown Bevcan Slovakia, s.r.o., Kechnec	6	3.7.2018
324	SK042	Košice	industry	Syráreň Bel Slovensko, a.s., Michalovce	2	3.7.2018
325	SK042	Košice	industry	Energyco, s.r.o., Rožňava	6	3.7.2018
326	SK042	Košice	industry	Tepláreň Košice, a.s., Košice	4	3.7.2018
327	SK042	Košice	industry	Carmeuse Slovakia, s.r.o., Slavec	7	3.7.2018

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328	SK042	Košice	store	Agrotrade Group, s.r.o., Rožňava	9	3.7.2018
329	SK042	Košice	industry	C.L.N. Slovakia, s.r.o., Košice	5	3.7.2018
330	SK042	Košice	industry	RMS, a.s., Košice	6	3.7.2018
331	SK042	Košice	industry	Brock Metals, s.r.o., Košice	5	3.7.2018
332	SK042	Košice	industry	Eurocast Košice, s.r.o., Košice	5	3.7.2018
333	SK042	Košice	industry	SWEP Slovakia, s.r.o., Seňa	6	3.7.2018
334	SK042	Košice	industry	Diakol Strážske, s.r.o., Strážske	8	3.7.2018
335	SK042	Košice	industry	IEE Sensing Slovakia, s.r.o., Veľká Ida	6	3.7.2018
336	SK042	Košice	industry	Ryba Košice, s.r.o., Košice	2	3.7.2018
337	SK042	Košice	transport	DeutschMann Internationale Spedition, s.r.o., Trebišov	10	3.7.2018
338	SK042	Košice	industry	Invita, s.r.o., Košice	5	3.7.2018
339	SK042	Košice	industry	Kerex, s.r.o., Michalovce	6	3.7.2018
340	SK042	Košice	industry	Howe Slovensko, s.r.o., Košice	9	3.7.2018
341	SK042	Košice	industry	Handtmann Slovakia, s.r.o., Košice	5	3.7.2018
342	SK042	Košice	industry	HKS Forge, s.r.o., Košice	6	3.7.2018
343	SK042	Košice	industry	MPC Cessi, a.s., Spišská Nová Ves	2	3.7.2018
344	SK042	Košice	industry	Strip, a.s., Košice	5	3.7.2018
345	SK042	Košice	industry	Vamex, a.s., Košice	2	3.7.2018
346	SK042	Košice	store	Plynex, s.r.o., Trebišov	8	3.7.2018
347	SK042	Košice	industry	Sladovňa, a.s., Michalovce	2	3.7.2018
348	SK042	Košice	industry	Kovohuty, a.s., Krompachy	6	3.7.2018
349	SK042	Košice	industry	Kovostroj, a.s., Dobšiná	5	3.7.2018
350	SK042	Košice	industry	Pan-Dur, s.r.o., Rožňava	9	3.7.2018
351	SK042	Košice	industry	Ortoproplus, s.r.o., Košice	9	3.7.2018
352	SK042	Košice	industry	Eurovia – Kameňolomy, s.r.o., Košice	7	3.7.2018
353	SK042	Košice	industry	Noves okná, a.s., Spišská Nová Ves	9	3.7.2018
354	SK042	Košice	industry	Intocast Slovakia, a.s., Košice	7	3.7.2018

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355	SK042	Košice	industry	Lindab, a.s., Jamník	6	3.7.2018
356	SK011	Bratislava	industry	Volkswagen Slovakia, a.s., Bratislava	9	3.7.2018
357	SK011	Bratislava	industry	Slovnaft, a.s., Bratislava	8	3.7.2018
358	SK011	Bratislava	store	Tesco Stores SR, a.s., Bratislava	2	3.7.2018
359	SK011	Bratislava	industry	SAS Automotive, s.r.o., Bratislava	6	3.7.2018
360	SK011	Bratislava	industry	Faurecia Automotive Slovakia, s.r.o., Bratislava	6	3.7.2018
361	SK011	Bratislava	store	Phoenix Zdravotnícke zásobovanie, a.s., Bratislava	2	3.7.2018
362	SK011	Bratislava	store	Billa, s.r.o., Bratislava	2	3.7.2018
363	SK011	Bratislava	store	Metro Cash & Carry SR, s.r.o., Ivanka pri Dunaji	2	3.7.2018
364	SK011	Bratislava	store	OMV Slovensko, s.r.o., Bratislava	4	3.7.2018
365	SK011	Bratislava	store	Shell Slovakia, s.r.o., Bratislava	4	3.7.2018
366	SK011	Bratislava	store	Mercedes-Benz Slovakia, s.r.o., Bratislava	9	3.7.2018
367	SK011	Bratislava	store	GGT, a.s., Bratislava	2	3.7.2018
368	SK011	Bratislava	store	Nay, a.s., Bratislava	9	3.7.2018
369	SK011	Bratislava	industry	IKEA Industry Slovakia, s.r.o., Malacky	9	3.7.2018
370	SK011	Bratislava	industry	Siemens, s.r.o., Bratislava	9	3.7.2018
371	SK011	Bratislava	industry	Plastic Omnium Auto Exteriors, s.r.o., Lozorno	9	3.7.2018
372	SK011	Bratislava	store	dm drogerie markt, s.r.o., Bratislava	8	3.7.2018
373	SK011	Bratislava	transport	Budamar Logistics, a.s., Bratislava	10	3.7.2018
374	SK011	Bratislava	industry	Nafta, a.s., Bratislava	8	3.7.2018
375	SK011	Bratislava	store	Motor-Car Bratislava, s.r.o., Bratislava	9	3.7.2018
376	SK011	Bratislava	industry	CRH (Slovensko), a.s., Rohožník	7	3.7.2018
377	SK011	Bratislava	transport	Gefco Slovakia, s.r.o., Bratislava	10	3.7.2018
378	SK011	Bratislava	industry	IAC Group (Slovakia), s.r.o., Lozorno	9	3.7.2018
379	SK011	Bratislava	industry	Brose Bratislava, s.r.o., Lozorno	9	3.7.2018
380	SK011	Bratislava	store	Volvo Group Slovakia, s.r.o., Senec	9	3.7.2018
381	SK011	Bratislava	store	Autocentrum AAA Auto, a.s., Bratislava	9	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
382	SK011	Bratislava	store	BASF Slovensko, s.r.o., Bratislava	8	3.7.2018
383	SK011	Bratislava	industry	Yanfeng Slovakia Automotive Interior Systems, s.r.o., Bratislava	6	3.7.2018
384	SK011	Bratislava	industry	I.D.C. Holding, a.s., Bratislava	2	3.7.2018
385	SK011	Bratislava	industry	Tomra Sorting, s.r.o., Senec	6	3.7.2018
386	SK011	Bratislava	store	Renault Slovensko, s.r.o., Bratislava	9	3.7.2018
387	SK011	Bratislava	store	OBI Slovakia, s.r.o., Bratislava	9	3.7.2018
388	SK032	Banská Bystrica	industry	Slovalco, a.s., Žiar nad Hronom	6	3.7.2018
389	SK032	Banská Bystrica	industry	Lesy Slovenskej republiky, š.p., Banská Bystrica	3	3.7.2018
390	SK032	Banská Bystrica	industry	Železiarne Podbrezová, a.s., Podbrezová	6	3.7.2018
391	SK032	Banská Bystrica	store	CBA Slovakia, a.s., Lučenec	2	3.7.2018
392	SK032	Banská Bystrica	industry	Nemak Slovakia, s.r.o., Žiar nad Hronom	5	3.7.2018
393	SK032	Banská Bystrica	industry	Ekoltech, s.r.o., Lučenec	9	3.7.2018
394	SK032	Banská Bystrica	store	COOP Jednota Krupina, s.d., Krupina	2	3.7.2018
395	SK032	Banská Bystrica	industry	Bučina DDD, s.r.o., Zvolen	3	3.7.2018
396	SK032	Banská Bystrica	industry	SHP Harmanec, a.s., Harmanec	9	3.7.2018
397	SK032	Banská Bystrica	store	Transmedic Slovakia, s.r.o., Banská Bystrica	2	3.7.2018
398	SK032	Banská Bystrica	industry	Tauris, a.s., Rimavská Sobota	2	3.7.2018
399	SK032	Banská Bystrica	industry	Hydina Slovensko, s.r.o., Lieskovec	2	3.7.2018
400	SK032	Banská Bystrica	industry	Lind Mobler Slovakia, s.r.o., Krupina	9	3.7.2018
401	SK032	Banská Bystrica	industry	Dometic Slovakia, s.r.o., Fiľakovo	9	3.7.2018
402	SK032	Banská Bystrica	industry	Sapa Profily, a.s., Žiar nad Hronom	6	3.7.2018
403	SK032	Banská Bystrica	industry	Cortizo Slovakia, a.s., Nová Baňa	5	3.7.2018
404	SK032	Banská Bystrica	industry	Knauf Insulation, s.r.o., Nová Baňa	7	3.7.2018
405	SK032	Banská Bystrica	industry	Doka Drevo, s.r.o., Banská Bystrica	3	3.7.2018
406	SK032	Banská Bystrica	industry	Slovenské magnezitové závody, a.s., Jelšava	5	3.7.2018
407	SK032	Banská Bystrica	store	Soas, a.s., Banská Bystrica	7	3.7.2018
408	SK032	Banská Bystrica	store	Zeppelin SK, s.r.o., Banská Bystrica	9	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
409	SK032	Banská Bystrica	industry	Küster – automobilová technika, s.r.o., Vlkanová	6	3.7.2018
410	SK032	Banská Bystrica	industry	PPS Group, a.s., Detva	6	3.7.2018
411	SK032	Banská Bystrica	industry	Tubex Slovakia, s.r.o., Žarnovica	6	3.7.2018
412	SK032	Banská Bystrica	industry	Evonik Fermas, s.r.o., Slovenská Ľupča	8	3.7.2018
413	SK032	Banská Bystrica	industry	Schreiber Slovakia, s.r.o., Zvolen	2	3.7.2018
414	SK032	Banská Bystrica	transport	Bring Trucking, a.s., Žiar nad Hronom	10	3.7.2018
415	SK032	Banská Bystrica	industry	PRP, s.r.o., Tomášovce	3	3.7.2018
416	SK032	Banská Bystrica	industry	Confal, a.s., Slovenská Ľupča	5	3.7.2018
417	SK032	Banská Bystrica	industry	Fagor Ederlan Slovensko, a.s., Žiar nad Hronom	6	3.7.2018
418	SK032	Banská Bystrica	industry	Slovmag, a.s., Lubeník	5	3.7.2018
419	SK032	Banská Bystrica	transport	Geis SK, s.r.o., Zvolen	10	3.7.2018
420	SK032	Banská Bystrica	industry	Biotika, a.s., Slovenská Ľupča	8	3.7.2018
421	SK032	Banská Bystrica	industry	Gevorkyan, s.r.o., Banská Bystrica	6	3.7.2018
422	SK032	Banská Bystrica	industry	Mäspoma, s.r.o., Zvolen	2	3.7.2018
423	SK032	Banská Bystrica	transport	GLS General Logistics Systems Slovakia, s.r.o., Lieskovec	10	3.7.2018
424	SK032	Banská Bystrica	industry	Sisme Slovakia, s.r.o., Malý Krtíš	6	3.7.2018
425	SK032	Banská Bystrica	industry	Koliba, a.s., Hriňová	2	3.7.2018
426	SK032	Banská Bystrica	industry	myWood Polomka Timber, s.r.o., Polomka	3	3.7.2018
427	SK032	Banská Bystrica	industry	Doprastav asfalt, a.s., Zvolen	7	3.7.2018
428	SK032	Banská Bystrica	industry	Zvolenská teplárenská, a.s., Zvolen	5	3.7.2018
429	SK032	Banská Bystrica	store	Stavivá-Garaj, s.r.o., Banská Bystrica	7	3.7.2018
430	SK032	Banská Bystrica	industry	Vojenské lesy a majetky SR, š.p., Pliešovce	3	3.7.2018
431	SK032	Banská Bystrica	industry	Slovenská banská, s.r.o., Hodruša-Hámre	5	3.7.2018
432	SK032	Banská Bystrica	industry	Pivovar Steiger, a.s., Vyhne	2	3.7.2018
433	SK032	Banská Bystrica	industry	ZLH Plus, a.s., Hronec	6	3.7.2018
434	SK032	Banská Bystrica	industry	Agro CS Slovakia, a.s., Lučenec	5	3.7.2018
435	SK032	Banská Bystrica	industry	Maslen, s.r.o., Badín	6	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
436	SK032	Banská Bystrica	industry	D&J Design, s.r.o., Lučenec	9	3.7.2018
437	SK032	Banská Bystrica	industry	Hriňovské strojárne, a.s., Hriňová	6	3.7.2018
438	SK032	Banská Bystrica	transport	ALL – Trans, s.r.o., Banská Bystrica	10	3.7.2018
439	SK032	Banská Bystrica	industry	VUM, a.s., Žiar nad Hronom	7	3.7.2018
440	SK032	Banská Bystrica	industry	Silicate World, s.r.o., Lučenec	7	3.7.2018
441	SK032	Banská Bystrica	industry	KSR – Kameňolomy SR, s.r.o., Zvolen	7	3.7.2018
442	SK011	Bratislava	transport	Železničná spoločnosť Slovensko, a.s., Bratislava	10	3.7.2018
443	SK032	Banská Bystrica	transport	Slovenská pošta, a.s., Banská Bystrica	10	3.7.2018
444	SK011	Bratislava	transport	Železničná spoločnosť Cargo Slovakia, a.s., Bratislava	10	3.7.2018
445	SK011	Bratislava	transport	DHL Express (Slovakia), s.r.o., Bratislava	10	3.7.2018
446	SK011	Bratislava	transport	Express Group, a.s., Bratislava	10	3.7.2018
447	SK011	Bratislava	transport	C.S. Cargo Slovakia, a.s., Bratislava	10	3.7.2018
448	SK011	Bratislava	transport	TN logistica SK, s.r.o., Bratislava	10	3.7.2018
449	SK011	Bratislava	transport	Kuehne + Nagel, s.r.o., Bratislava	10	3.7.2018
450	SK011	Bratislava	transport	Schenker, s.r.o., Bratislava	10	3.7.2018
451	SK011	Bratislava	transport	cargo-partner SR, s.r.o., Bratislava	10	3.7.2018
452	SK011	Bratislava	transport	Hopi SK, s.r.o., Pezinok	10	3.7.2018
453	SK011	Bratislava	transport	Dachser Slovakia, a.s., Lozorno	10	3.7.2018
454	SK011	Bratislava	transport	TNT Express Worldwide, s.r.o., Bratislava	10	3.7.2018
455	SK011	Bratislava	transport	Slovak Parcel Service, s.r.o., Ivanka pri Dunaji	10	3.7.2018
456	SK011	Bratislava	transport	Gebrüder Weiss, s.r.o., Senec	10	3.7.2018
457	SK011	Bratislava	transport	Slovenská plavba a prístavy, a.s., Bratislava	10	3.7.2018
458	SK011	Bratislava	transport	Cromwell, a.s., Bratislava	10	3.7.2018
459	SK011	Bratislava	transport	Galliker Slovakia, s.r.o., Senec	10	3.7.2018
460	SK011	Bratislava	transport	Műller-Transporte, s.r.o., Bratislava	10	3.7.2018
461	SK011	Bratislava	transport	Direct Parcel Distribution SK, s.r.o., Bratislava	10	3.7.2018
462	SK011	Bratislava	transport	Ewals Cargo Care, s.r.o., Bratislava	10	3.7.2018

Number	NUTS	Region	Sector (industry / transport / store)	Company	Commodity	Date of sending the questionnaire
463	SK011	Bratislava	transport	TransPlus (Slovensko), s.r.o., Rohožník	10	3.7.2018
464	SK011	Bratislava	transport	Schnellecke Transport Slovakia, s.r.o., Lozorno	10	3.7.2018
465	SK011	Bratislava	transport	CCS – Cargo Customs Service, s.r.o., Bratislava	10	3.7.2018
466	SK011	Bratislava	transport	Špedservis, s.r.o., Bratislava	10	3.7.2018
467	SK011	Bratislava	transport	Prapol, s.r.o., Bratislava	10	3.7.2018
468	SK011	Bratislava	transport	In Time, s.r.o., Ivanka pri Dunaji	10	3.7.2018
469	SK011	Bratislava	transport	ČSAD Invest Logistics, s.r.o., Bratislava	10	3.7.2018
470	SK023	Nitra	transport	NAD Nitra, a.s., Nitra	10	3.7.2018
471	SK011	Bratislava	transport	ReMax Courier Service, s.r.o., Bratislava	10	3.7.2018
472	SK011	Bratislava	transport	MO Slovakia, s.r.o., Bratislava	10	3.7.2018
473	SK031	Žilina	transport	Orava Cargoteam, s.r.o., Dolný Kubín	10	3.7.2018
474	SK032	Banská Bystrica	transport	Slovenský doručovací systém, s.r.o., Banská Bystrica	10	3.7.2018
475	SK011	Bratislava	transport	GO4, s.r.o., Bratislava	10	3.7.2018

LEGEND:

Country:
SK - Slovakia
CZ - Czech republic
PL - Poland

Region:
SK011 Bratislava Region
SK021 Trnava Region
SK022 Trenčin region
SK023 Nitra Region
SK031 Žilina Region
SK032 Banská Bystrica Region
SK041 Prešov Region
SK042 Košice Region
PL11 Lódzkie
PL12 Mazowieckie
PL21 Maloposlkie
PL22 Slaskie
PL31 Lubelskie
PL32 Podkarpackie
PL33 Swietokrzyskie
PL34 Podlaskie
PL41 Wielkopolskie
PL42 Zachodniopomorskie
PL43 Lubuskie
PL51 Dolnoslaskie
PL52 Opolskie
PL 61 Kujawsko-Pomorskie
PL62 Warminsko-Mazurskie
PL63 Pomorskie
CZ010 Prague
CZ020 Central Bohemian Region
CZ031 South Bohemian Region
CZ032 Plzeň Region
CZ041 Karlovy Vary Region
CZ042 Ústí nad Labem Region
CZ051 Liberec Region
CZ052 Hradec Králové Region
CZ053 Pardubice Region
CZ063 Vysočina Region
CZ064 South Moravian Region
CZ071 Olomouc Region
CZ072 Zlín Region
CZ080 Moravian-Silesian Region

Commodity:
1 Agricultural porducts
2 Food and drinks
3 Wood
4 Fuel
5 Raw materials
6 Metal products
7 Building materials
8 Fertiliser and chemicals
9 Consumption products
10 Other