

GOVERNEMENT STATUS REPORT - POLAND

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INTRODUCTION

The following report contains information on the progress achieved in Poland with regard to chosen aspects of road traffic safety since the time of 19th ESV Conference (Washington, 2005). This period is generally characterised as the intentional effort towards the presence of Poland in preparation of base data for EU legal instruments in all aspects of our life including widening of co-operation in development of European legal instruments. Traffic safety items are also involved in that effort within all its main system fields taking into account priorities drawn from analysis of domestic and international accident statistics.

THE PROGRESS IN THE FIELD OF VEHICLE RELATED FACTOR

In fulfilling of EU Member Country obligations we made adequate progress in accepting next ECE 1958 Geneva Regulations and putting them into legislation of our type approval system, which is already unified to the extend possible at the time with the latest versions of three main framework EU Directives (70/156 motor vehicles, 74/151 – agricultural tractors and 92/61 – motorcycles and mopeds). It is to be stressed that the current harmonisation level of Polish technical vehicle requirements was reached by the date of EU accession and all important safety and environmental items regarding motor vehicles are already in force. Moreover there is also a visible progress of accreditation action inside the research and testing domestic third party laboratories harmonising their quality systems with future European Standards. Poland continues to present the opinion of the suitability of 1998 Global Agreement, recognising it as an effective way to harmonise world-wide important technical requirements for road vehicles. Having continued with a membership of EEVC from the beginning of 2003, we accept the initiative to establish the worldwide after IHRA solution, enabling better global harmonisation of vehicle technical requirements. Our membership in EEVC Steering Committee resulted in activity in three Working Groups i.e. WG 19: Active-Passive Safety Interaction, WG 21 Accident Statistics and WG 22 Virtual Safety. It is worth mentioning also the

participation in international co-operation of Polish biomechanical laboratories in the frame of EPSN.

With regard to the system of Periodic Technical Inspection of in-use vehicles, we are also in the process of introducing permanent improvements to its quality and objectivity of checks. Our presence in CITA organisation gives us on one hand the possibility to make positive input to international activities enabling better standards for PTI and in return to have access to latest achievements of CITA members works. The PTI checking equipment continues to be in Poland under certification and we perform with the basic level course and advanced training skills of PTI inspectors. In result of more stringent requirements regarding the personnel qualification and equipment quality, the rate of traffic accidents due to bad technical state of vehicles, has gone down in our estimations of about 20% reaching the level of around 0.6%. Moreover, there are already around 1000 PTI stations of highest technical level having the care agreement with Motor Transport Institute and Polish Chamber of PTI, based upon which they receive the latest available data and information regarding professional items. The decision on the accession of Poland to the UN 1997 Agreement, on the international PTI, had been taken and is to be finalised in 2007.

THE PROGRESS IN THE FIELD OF HUMAN RELATED FACTOR

From the accident statistics it still appears that in the majority of cases the human behaviour is the reason of majority of road accidents. Two main groups of road users – drivers and pedestrians are sharing this fatal record in the rate of 5 to 1 being involved as causal factor in more than 97% of accidents. Our National Road Safety Council pays the greatest attention to the problem but had, by now, succeeded in limited number of fields. The most important result was achieved in reducing the rate of accidents caused by drunken road users by around next 10, during last 2 years. This is however still not satisfactory enough and leads towards more stringent legislation.

The other activity in the field of human factor realised in the last 5 years, was aiming at road education of children, promotion of safety of non protected road users, improvements of driver training and scientific co-operation in SARTRE 3, IRTAD

and BEST-BOB programmes. We are also involved in new DRUID European research programme dealing with driving under the influence of alcohol and other drugs .

THE PROGRESS IN THE FIELD OF ROAD RELATED FACTOR

We noticed some progress in this field but still being far from our expectations. We have still so far a low rate of classified motorways, which is being 0,15 km /100 km², while in the “old EU” countries it is 1,58 km/100 km², this figure speaks for itself!

Fortunately there are some signs of spring in this specific area. During last five year period the road maintenance service, managed to improve some 25% of Polish existing road network classified as „national” (38 000 km in total according to EU classification). Taking into account more or less stabile growths of number of vehicles on the roads it is not enough by far.. This item is however strongly related to private investors and local authorities (traffic control solutions) and still needs more careful attention of economy decision makers including UE support.

CONCLUSION AND FUTURE AIM

The overall road traffic safety in Poland seems to be slightly improved during last 2-year period, based on statistical data given below. But improved does not mean good in comparison to our society needs. Taking into account the EU road safety policy

goals to reduce by half the number of fatalities on European roads we are continuing the national road safety programme called GAMBIT which is aimed at:

- vulnerable road users (pedestrians, bicyclists),
- people commonly ignoring traffic regulations, such as speed limits, drink-driving or not using restraint systems,
- traffic risk on major roads outside built-up areas (on the 6 % of the length of the road network, 25 % of all accidents, 40 % of all killed, 27 % of all injured, severity of accidents: 18 fatalities / 100 accidents),
- young drivers aged 18 – 24 (20 % of all involved in road accidents),
- intoxication of drivers and pedestrians.
- quicker exchange of the oldest part of vehicle stock

We hope that Polish participation in EEVC Working Groups, UN ECE, ESV, EU Commission and Council Working Groups together with ETSC and CITA activity will result in optimal use of our limited resources.

I would like to wish all of you a good co-operation and fruitful exchange of knowledge during this very important scientific international ESV conference being one of the important bases for improvement of everyday life – improvement of vehicle safety and thus road traffic safety.

Table 1. Accident Data in Comparison with the Vehicle Stock and Population in Poland in the Period of 1997-2006

Year	No. of accidents	No. of fatalities	No. of injured	No. of vehicles (thousands)	No. of passenger cars (thousands)	Population (thousands)	Fatality factor (No. of fatalities/100 thousands of inhabitants)	Accident severity factor (No. of fatalities/100 of accidents)	No. Of passenger cars/1000 inhabitants
1997	66 586	7 310	83 169	12 284	8 533	38 650	19	11	221
1998	61 855	7 080	77 560	12 709	8 891	38 661	18	11	230
1999	55 106	6 730	68 449	13 169	9 283	38 654	17	12	240
2000	57 331	6 294	71 638	14 106	9 991	38 644	16	11	259
2001	53 799	5 534	68 194	14 724	10 503	38 632	14	10	272
2002	53 559	5 827	67 498	15 525	11 029	38 219	15	11	289
2003	51 078	5 640	63 900	15 890	11 580	38 195	15	11	303
2004	51 069	5 712	64 661	16 701	11 975	38 174	15	11	314
2005	48 100	5 444	61 191	17 536	12 339	38 157	14	11	323
2006	46 876	5 243	59 123	18277*	12959*	38 170*	13,7*	11	339*

*Estimated

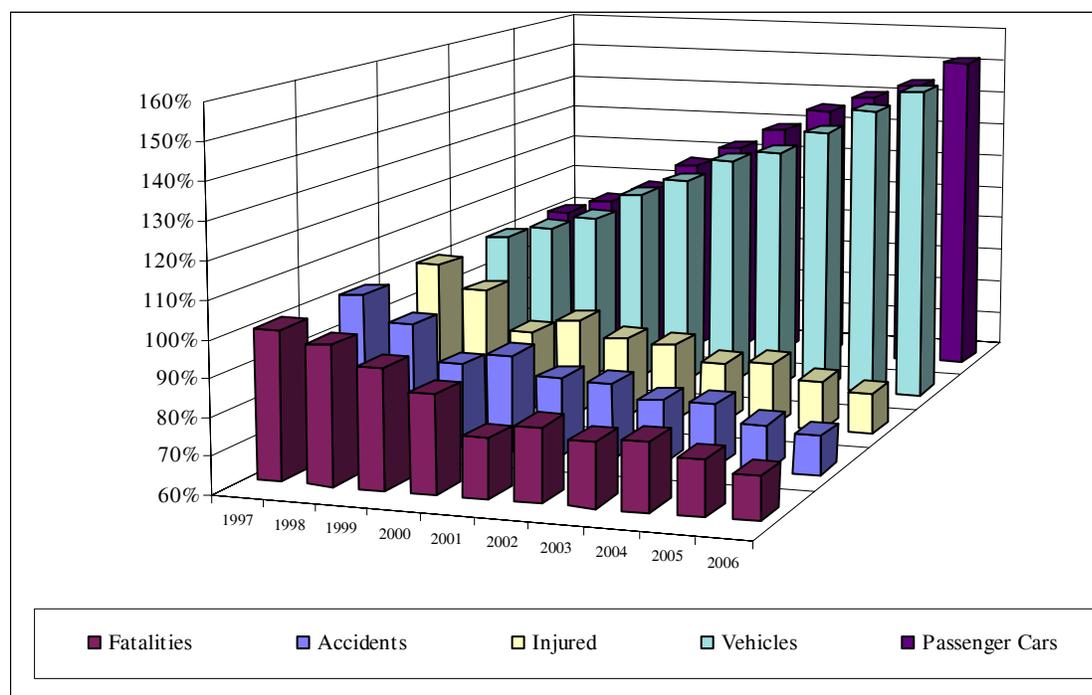


Figure 1. Road Accidents and Vehicle Stock Percentage in Poland in the Period 1997-2006 (1997=100%)