

# GOVERNEMENT STATUS REPORT - POLAND

Wojciech Przybylski

Instytut Transportu Samochodowego

## INTRODUCTION

The following report contains information on the progress achieved in Poland with regard to aspects of road traffic safety since the time of 21<sup>st</sup> ESV Conference (Stuttgart, 2009). This period is generally characterised as the intentional effort towards the traffic safety items within all its main system fields taking into account priorities drawn from analysis of domestic and international accident statistics. The current accident statistics for last ten years are given on Figure 1, and Figure 2 and in Table 1.

In 2010 on Polish roads 38 832 road accidents occurred resulting in 3 907 fatalities and 48 952 injured persons. The Police was informed of 416 075 road collisions which in relation to 2009 gives:

- 5 364 less road accidents (- 12,1%),
- 665 less fatalities (- 14,6%),
- 7 094 less injured (- 12,7%),
- 34 306 more collisions(+ 9%).

Even if the last two years on our roads were not that bad still Poland demonstrate the higher level of danger on the roads in comparison to other EU countries. Since 2001 we noticed 29% decrease of the number of fatalities (half of that in 2010) while the average figure in EU is 35% in the decade. The comparison of plans and reality regarding road safety change in respect of fatalities is shown on Figure 3

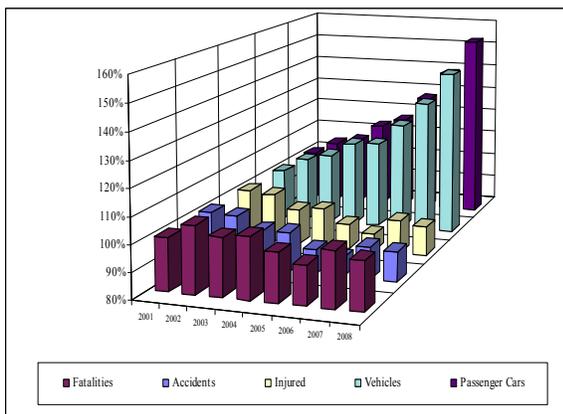


Figure 1. Road Accidents and Vehicle Stock Percentage in Poland in the Period 2001-2010 (2001=100%)

By: Anna Zielińska, Motor Transport Institute

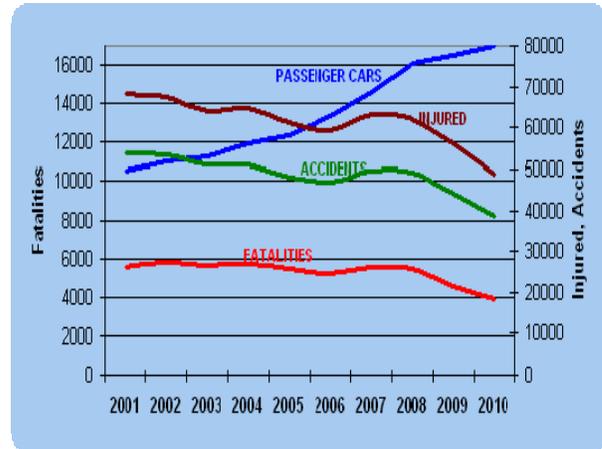


Figure 2. The result of Road Accidents and Vehicle Stock in Poland in the Period 2001-2010

By: Anna Zielińska Motor Transport Institute



Figure 3. Plans and reality in the last decade.

By: Anna Zielińska Motor Transport Institute

From the accident statistics deeper analysis 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.

## THE PROGRESS IN THE FIELD OF VEHICLE RELATED FACTOR

In last 2 years we kept accepting changes related to the technical progress in European and internationally agreed technical requirements and putting them into legislation of our type approval system, which is fully unified to EU. 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

With regard to international vehicle construction requirements Poland continues to present the opinion of the suitability of 1998 Global Agreement, recognizing it as an effective way to harmonize 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 is continued in activity in two Working Groups i.e. WG 19: HMI and WG 23: Bus Frontal Collision. It is worth mentioning also the participation in international co-operation of Polish in virtual safety WG in the frame of EU Commission activities.

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 renewed CITA working groups and new EU Commission WGs 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, is in our estimations keeping 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 but not yet finalised.

## **THE PROGRESS IN THE FIELD OF HUMAN RELATED FACTOR**

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 continuation of reduction the relative rate of accidents caused by drunken road users by around next 5%, during last 2 years. Even if we keep good position among evaluated countries this is still not satisfactory enough and leads towards more stringent legislation.

The other activity in the field of human factor continued in the last 7 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 **ROSE 25, SHLOW (ETSC project), EUCHIRES, DRUID, ERIC, DaCoTA, SAFE WAY 2 SCHOOL, MODULE CLOSE TO, SOL, ISEMOA, BESTPOINT, ICARUS, Polish RSO** as well as accident database IRTAD and CARE.

The specific new programme (based on diet law) relating to speed control has been launched at the beginning of 2009. According to its rules more than 400 new speedcameras were mounted on our roads and special centre for collecting the related information was organised and perform effective operation. It is also to be noticed that points of mounting the speed caperas are now located in places having noticeable high rate of serious accidents.

## **THE PROGRESS IN THE FIELD OF ROAD RELATED FACTOR**

W 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 km<sup>2</sup>, while in the “old EU” countries it is 1,58 km/100 km<sup>2</sup>, this figure speaks for itself!

Fortunately there are some signs of spring in this specific area. During last two year period the road maintenance service, managed to improve next 20% 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.

Now some information on the continuation of specific national road safety programme named “Roads of trust” which was started in 2007. The strategic aim of the programme is to reduce by 2013 the number of deaths on national roads of 75% in relation to 2003. One of the activities in the programme is called 8-8-88 as it was started on national road no 8 which is currently the longest and most dangerous route in Poland. Next “8” in the definition is related to the decision that in 2008 next

8 national roads (no 1 – 9) was included. The last figure “88” says that there was still 88 national roads which need to be improved in next years and we managed to start the work on all of them. The programme collects infrastructural improvements like bypasses of villages and towns, better information of current state of traffic and road safety campaigns direction to specific hazardous areas. It is also to be mentioned the lastly prepared in scope of EU Euro RAP programme the map of international roads safety risk in Poland specifically dedicated to accidents with motorcycle ([www.eurorap.pl](http://www.eurorap.pl)).

This sort of items 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 waived during last 2-year period, based on statistical data given below. These changes 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 third stage (2007 – 2013) of 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 2001-2010**

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/1mln of inhabitants)	Accident severity factor (No. of fatalities/100 of accidents)	No. Of passenger cars/1000 inhabitants
2001	53 799	5 534	68 194	14 724	10 503	38 632	143	10	272
2002	53 559	5 827	67 498	15 525	11 029	38 219	152	11	289
2003	51 078	5 640	63 900	15 890	11 244	38 191	148	11	303
2004	51 069	5 712	64 661	16 701	11 975	38 174	150	11	314
2005	48 100	5 444	61 191	16 816	12 339	38 157	143	11	323
2006	46 876	5 243	59 123	18 035	13 384	38 126	138	11	351
2007	49 536	5 583	63 224	19 472	14 589	38 116	146	11	383
2008	49 054	5 437	62 097	21 337	16 079	38 136	143	11	422
2009	44 196	4 572	56 046	22 025	16 495	38 167	120	10	432
<b>2010</b>	<b>38 832</b>	<b>3 907</b>	<b>48 952</b>	<b>22 686*</b>	<b>16 990*</b>	<b>38 187**</b>	<b>102</b>	<b>10</b>	<b>445</b>

\* Estimated by Motor Transport Institute  
\*\* Central Statistical Office as of June 30, 2010