



**INSTYTUT TRANSPORTU SAMOCHODOWEGO
MOTOR TRANSPORT INSTITUTE**



**Road Safety PIN Talk
TOWARDS SUSTAINABLE ROAD SAFETY PROGRESS
Warsaw, 14 February 2013**



**THE RESULTS OF SCIENTIFIC RESEARCH AS THE BASIS FOR PRACTICAL
RECOMMENDATIONS
TO SUPPORT THE IMPLEMENTATION
OF THE NATIONAL ROAD SAFETY PROGRAMME**

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“NEW PERSPECTIVE” OF POLAND’S ROAD SAFETY





ROAD SAFETY SYSTEM APPROACH



Source: http://dpti.sa.gov.au/roadsafety/About_Road_Safety/safer_systems_approach





ROAD SAFETY SYSTEM APPROACH



+ rescue and medical care system



Source: http://dpti.sa.gov.au/roadsafety/About_Road_Safety/safer_systems_approach





ORGANISATIONAL AND COORDINATION STRUCTURE OF ROAD SAFETY

The National Road Safety Council should be the lead agency.



KRAJOWA RADA
Bezpieczeństwa
Ruchu Drogowego



+ 14 members of the National Road Safety Council

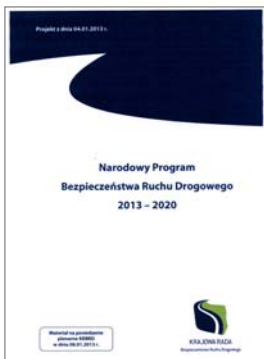
>> The need for selection of tasks



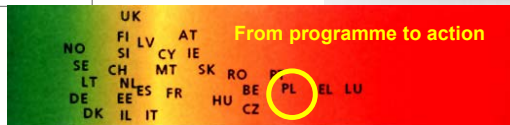


TASKS FOR THE NATIONAL ROAD SAFETY COUNCIL

- Determine road safety orientations ????
- Determine the sequence (set priorities) based on the National Programme



2013-14



Source: ETSC (2012): A challenging start towards the EU 2020 Road Safety Target. 6th Road Safety PIN Report

- Make all necessary changes to the National Programme





TASKS FOR THE NATIONAL ROAD SAFETY COUNCIL

Narodowy Program
Bezpieczeństwa Ruchu Drogowego 2013 -2020



Main goal



2020 targets

50 % FATALITY REDUCTION

Not more than **2000** road fatalities

40 % SERIOUS INJURY REDUCTION

Not more than **5600** serious injuries

Source: A presentation by minister Sławomir Nowak at a press conference on 9.01.2013.





ROAD ACCIDENT SERIOUS INJURY

From 2014 onwards the European Commission will start collecting serious injury data.



1. A harmonised definition of “serious injury”:

- introduction of injury scale MAIS (*Maximum Abbreviated Injury Score*) => 3 - 6

2. Sources of serious injury data:

- police database (must use a “national” rate);
- hospital data (ICD-10);
- police database linked with hospital database.

3. Setting a serious injury target: EU ~2015 (for period 2015-2020).





TASKS FOR THE NATIONAL ROAD SAFETY COUNCIL

- Ensure that Poland's road safety system has proper and stable funding streams
- Set up a Road Safety Fund

Sources: insurance deduction, % of proceeds from fines (including the automatic speed camera system), EU funds, funds for education, funds from bilateral funds, contributions by private organisations



Problems to be solved: Who will allocate funding, what will be the criteria, how will the spending be reported

Threats: Annual budget vs. multi-annual program





TASKS FOR THE NATIONAL ROAD SAFETY COUNCIL

- Develop expert resources ???

- Create conditions for knowledge transfer and research



- knowledge transfer (SafetyNet, DaCoTa, CARE, European Commission websites, ETSC);
- prepare implementation standards for different actions, “good practice” handbooks, implementation instructions...





TASKS FOR THE NATIONAL ROAD SAFETY COUNCIL

- Creates conditions for monitoring and effectiveness evaluation



- databases (modify existing data collection systems, harmonise Polish databases with external standards: CARE, IRTAD ..);
- increase the scope of data (e.g. by adding behaviour studies and public opinion);
- procedures for monitoring and effectiveness evaluation;
- methods of cost evaluation for the activities;
- flow and [access to information](#).





TASKS FOR THE NATIONAL ROAD SAFETY COUNCIL

- ensure effective coordination



- horizontal coordination: between the National Road Safety Council and the ministries and their agencies;
- vertical coordination: between the National Road Safety Council and road safety bodies at the regional, **county and municipal level, local communities, enterprises and non-governmental organisations.**

Coordination using financial instruments: priorities > formal rules > funding from the Road Safety Fund.

Utopia



TASKS FOR THE NATIONAL ROAD SAFETY COUNCIL

- take the lead on promoting the Programme and delivering education and campaigns



- promote professional activities in road safety in society



- promote the National Programme and the problems of road safety;
- establish procedures for public consultation (in particular, to use the results of consultations in new programmes).

The problem of revising the law:

- reasons behind, frequency of change, clarity..





SUBJECTIVE SUMMARY



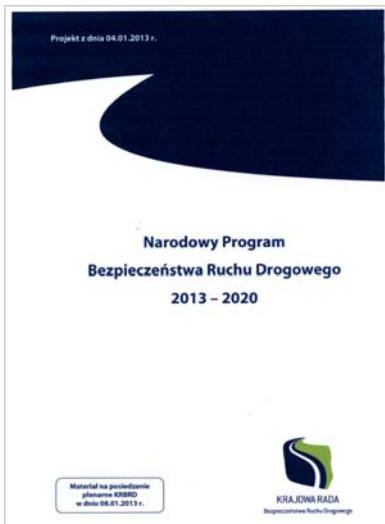
In the past decade Europe and the world have changed the way they approach road safety, we have learnt more and improved our road safety policies.

There is a lot to suggest that the change has had little effect on how Poland perceives road safety and prevention. The problems highlighted in the presentation have been on the agenda in Poland for years.





SUBJECTIVE SUMMARY



The future of road safety in Poland depends on whether the National Program:

- will be treated by us seriously,
- become a real reference point in the implementation in Poland evidence based road safety measures.

