



Road Safety PIN Talk
TOWARDS SUSTAINABLE ROAD SAFETY PROGRESS
Houses of Parliament, Bucharest, Romania
15 April 2013



THE POLISH VISION FOR ROAD SAFETY

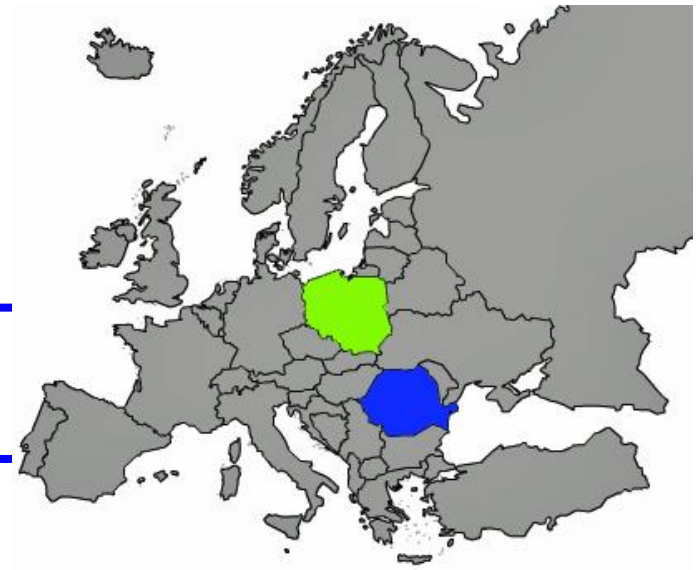
Ilona Buttler
Motor Transport Institute
Road Traffic Safety Centre





BASIC INFORMATION

	PL	RO
Area km ²	312 685	238 391
Population in mln	38 539	21 414
Road network in km	406 122	198 589
Rate of motorisation No. of passenger vehicles/ 1000 inh.	481	218

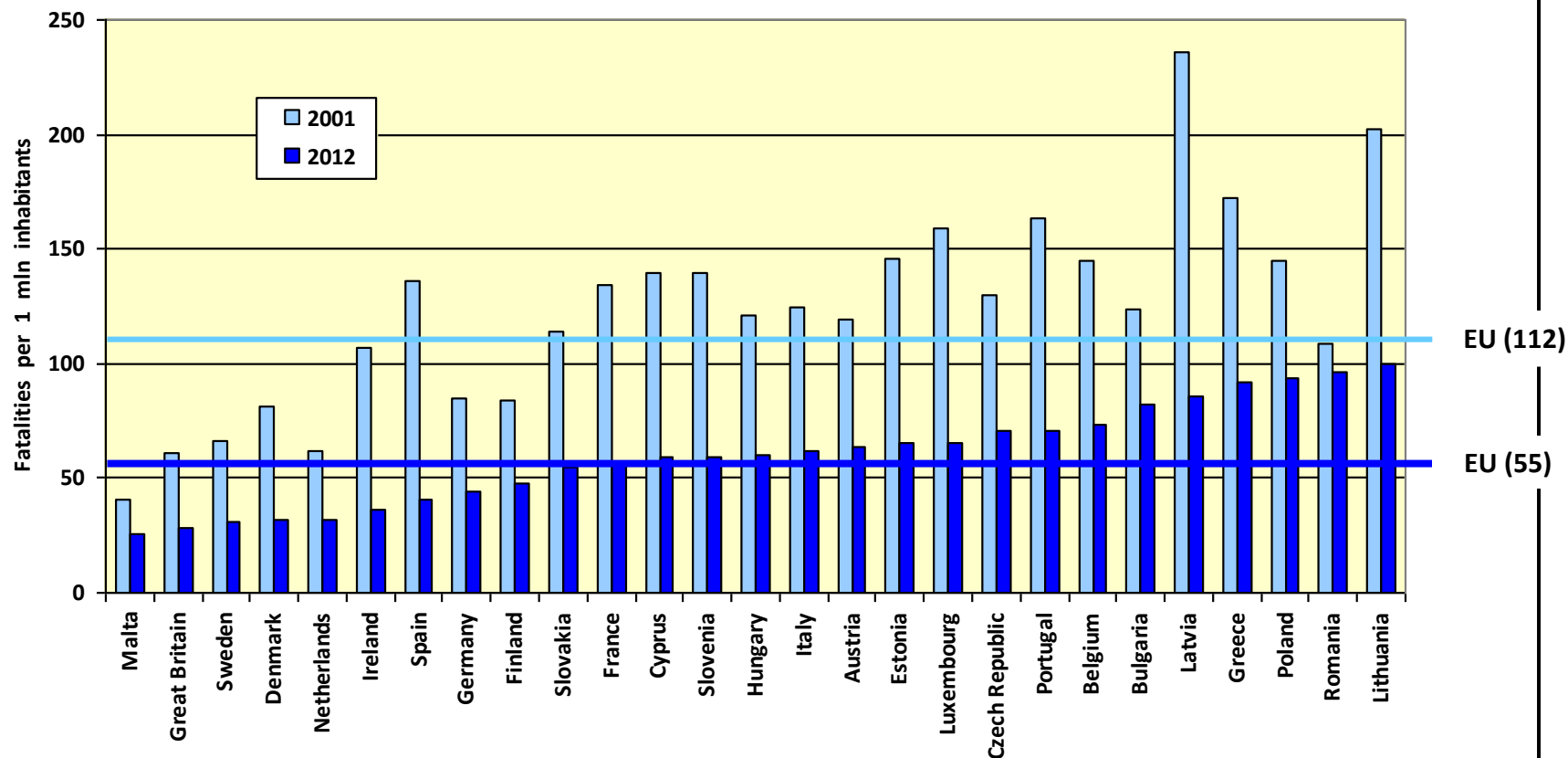


Source: For Poland: Central Statistical Office (2012)
For Romania: National Road Agency (CNADNR), Draft Road Safety Strategy (2009 figure)

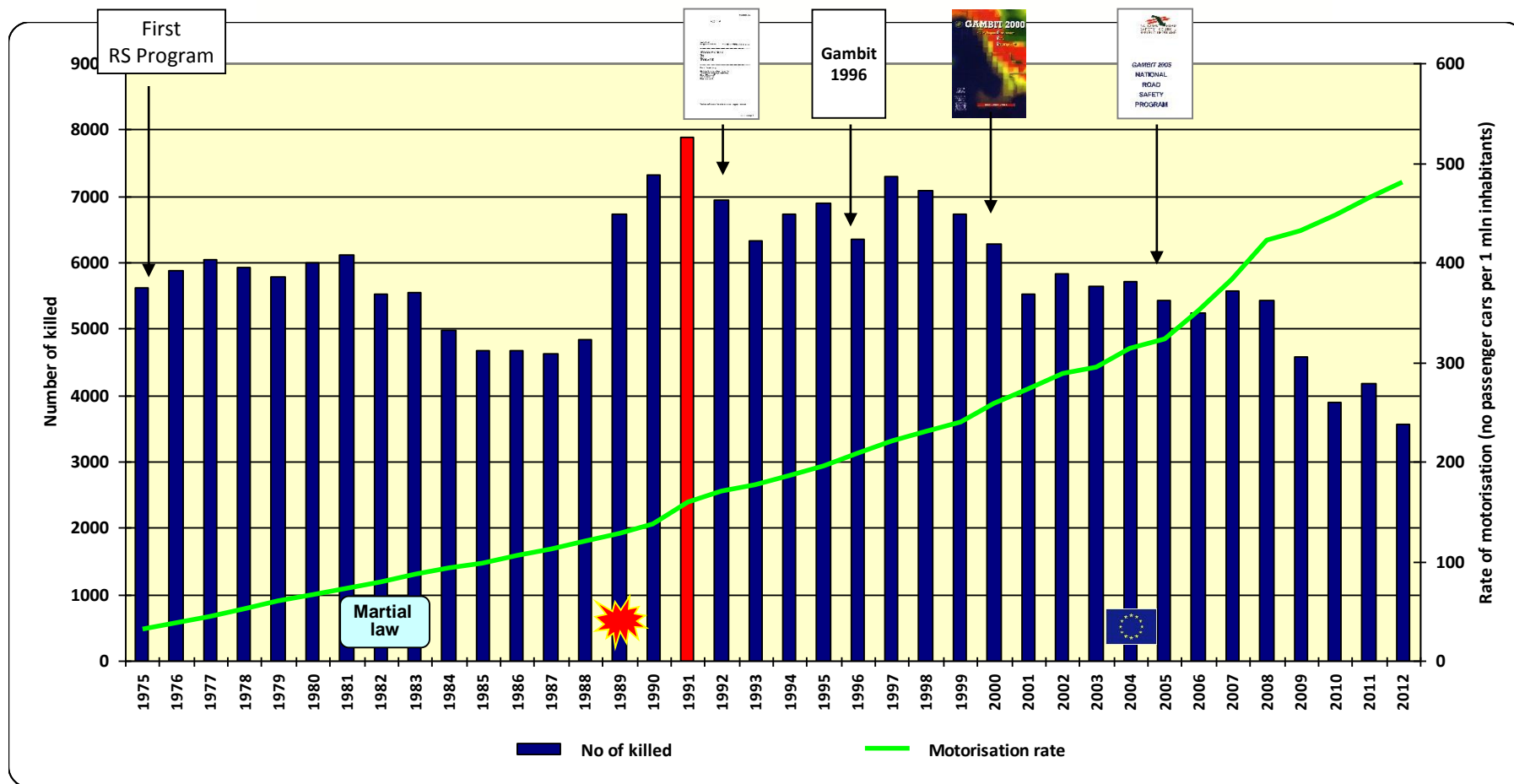




FATALITIES BY POPULATION IN THE EU EVOLUTION 2001 - 2012

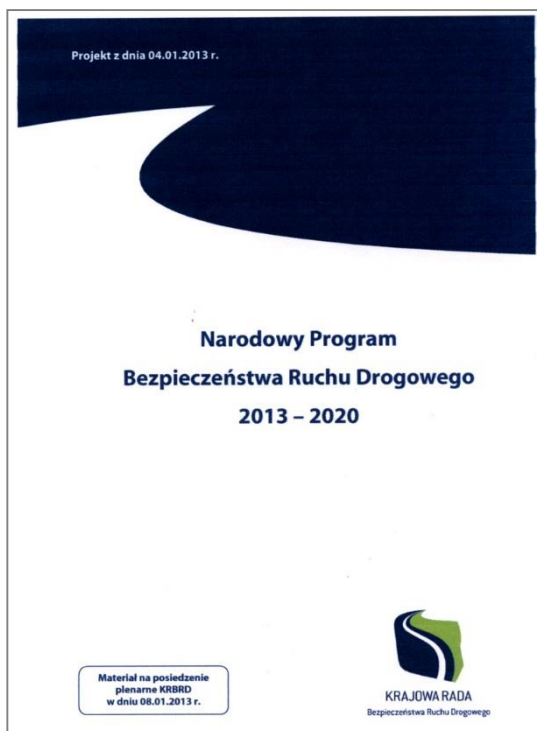


POLISH ROAD SAFETY PROGRAMMES





NEW NATIONAL ROAD SAFETY PROGRAM 2013-2020



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.





WHY DID POLAND DEVELOP ROAD SAFETY PROGRAMMES?

- 1975 – to respond to a growing number of accidents (car ownership was increasing)**
- 1996 – the result of a visit of World Bank experts (> GAMBIT 1996)**

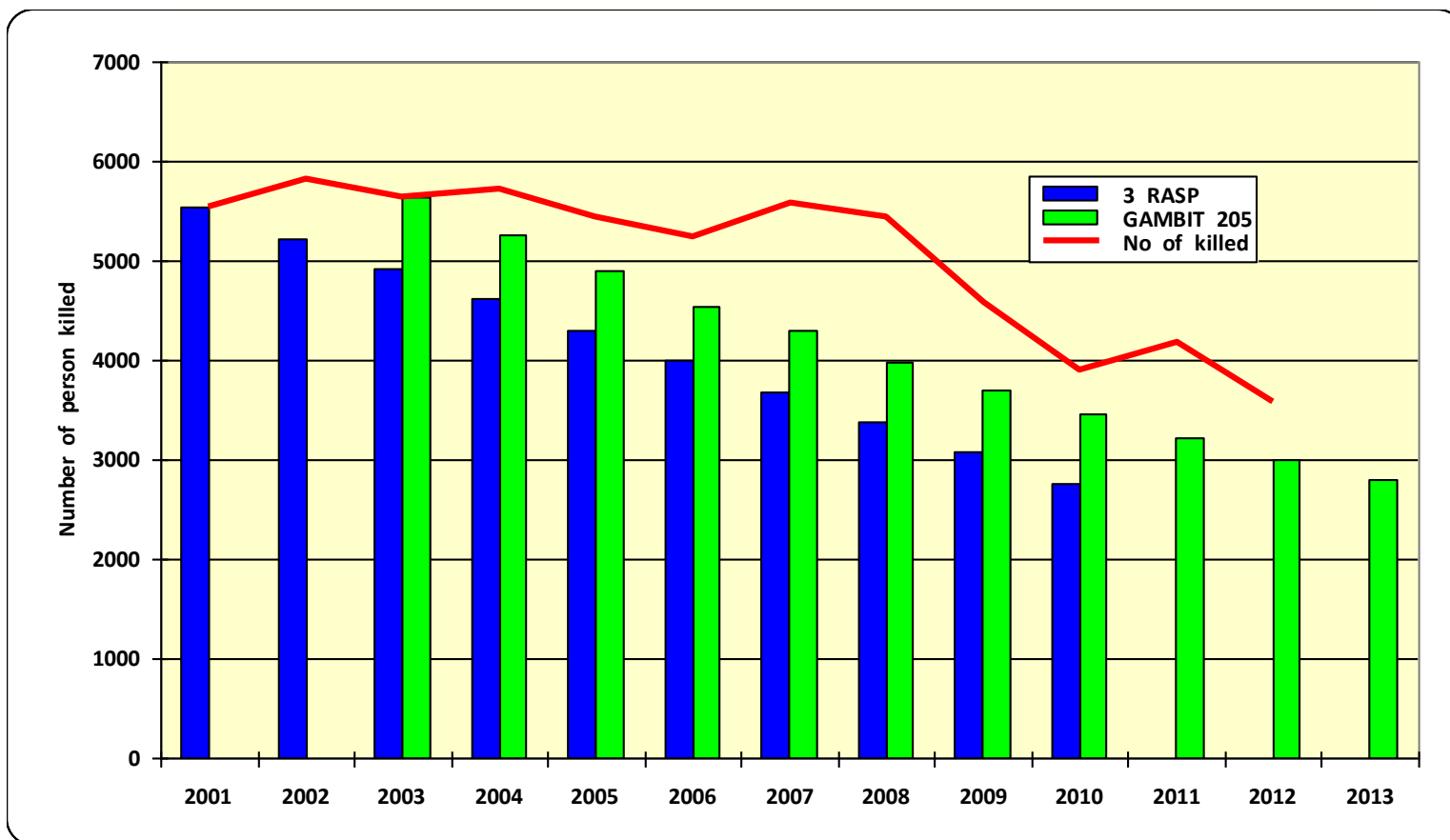


Since 2000 – a growing awareness of the need to solve road safety problems using professional management practices (> government programmes)





GAMBIT 2005 RESULTS



2012 : Accidents – 37046, killed - 3571, injured – 45792.



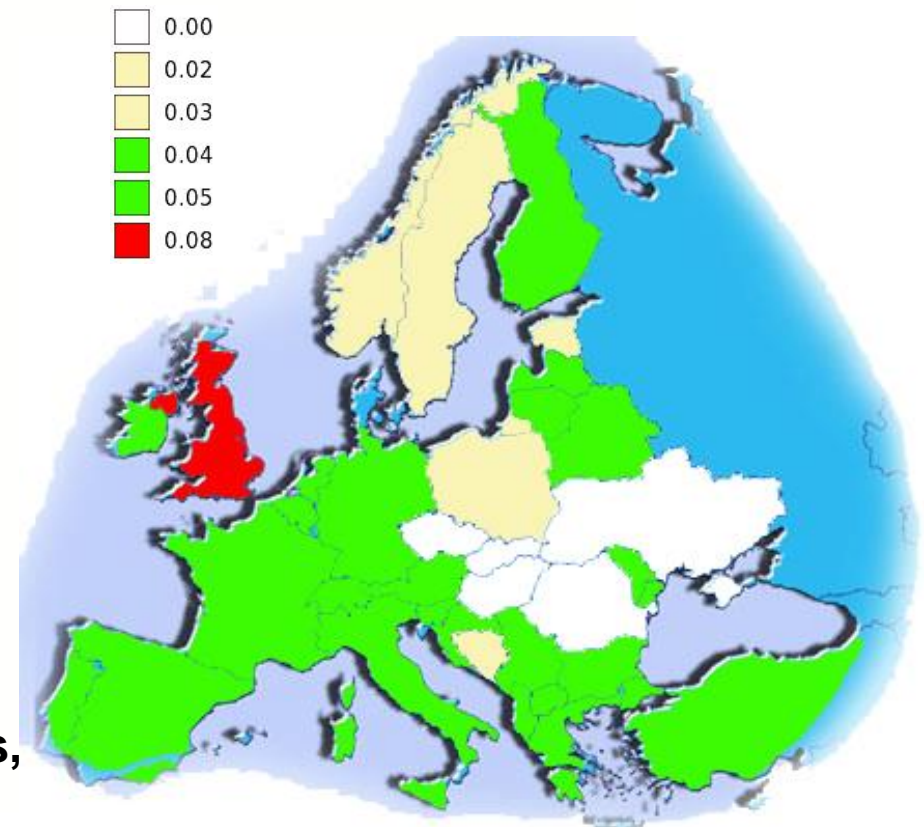
LEGAL REGULATIONS

It is illegal to drive a vehicle while not sober or when under the influence of alcohol or other substances acting similarly to alcohol.

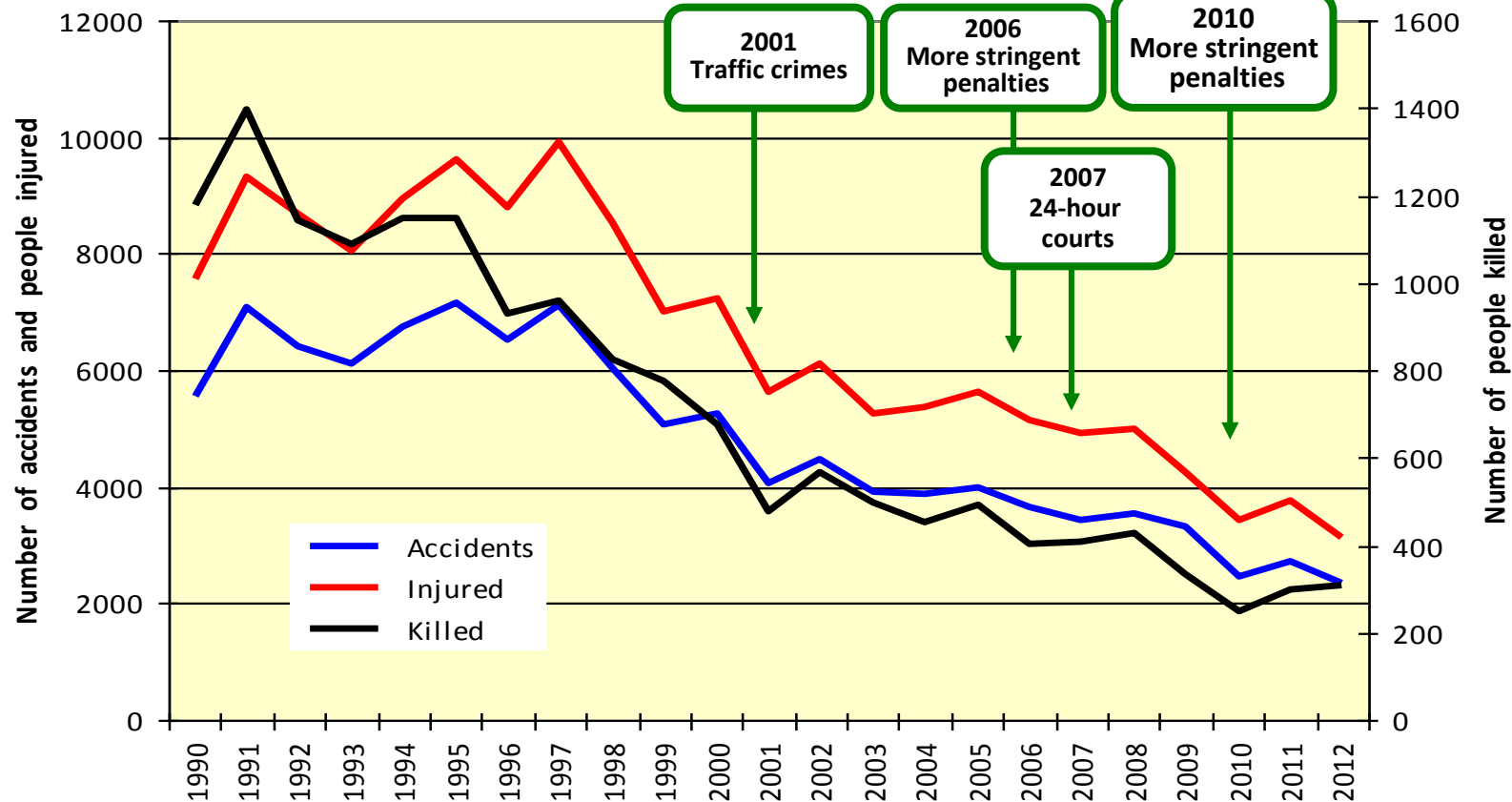
Since 1963:

BAC: 0.2 ‰

The same limit applies to anyone driving a vehicle: drivers, young drivers, professional drivers and bicyclists.






ACCIDENTS CAUSED BY DRUNK DRIVERS vs. SOME ROAD SAFETY MEASURES



BAC = 0,2 ‰



PREVELANCE OF ALCOLHOL IN ROAD TRAFFIC

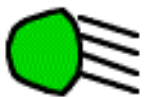
Source	Indicator	Result
	Percentage of drunk drivers revealed in „Alcohol and drug” operation	1,74 %
	Percentage of drunk drivers stopped	1,47 %
	Percentage of drivers who admitted to drinking and driving in the past year	3,3 %



~ 3% = more than 500 thousand drivers

In 2012 police revealed 110 023 drunk drivers





SARTRE

RESULTS OF PUBLIC OPINION SURVEY

„Do you think that drivers should be allowed to drink?”



Not at all	67,1 %	75,2 %	91,5 %
Less alcohol	11,3 %	7,6 %	4,7 %
As much as now	13,6 %	12,4 %	3,2 %
A lot of alcohol	4,4 %	4,0 %	0,5 %
As much as they want	1,3 %	0,8 %	0,1 %
	Sartre 2 (1996)	Sartre 3 (2002)	Sartre 4 (2010)





SHORT SUMMARY

- 1. Poland has successfully reduced the risks caused by drunk road users, however, the decline has slowed down recently.**
- 2. Traditional methods for handling drunk road users are becoming less effective.**
- 3. What is more - new problems are appearing.**
The last reports show that alcohol consumption in general population starts to grow again, access to alcohol for young people is getting easier, alcohol consumption is also growing in older drivers.

To deal with these old and new problems we need new methods.





LEGAL REGULATIONS

Standard speed limits (unless otherwise stated by traffic signs) [km/h]

Urban roads



- 50 km/h (5 a.m. - 11 p.m.)
- 60 km/h (11 p.m. - 5 a.m.)
- 20 km/h in residence zone

Non-urban roads



- 100 km/h on dual carriageway
with at least 2 lanes for every direction

Motorways / expressways

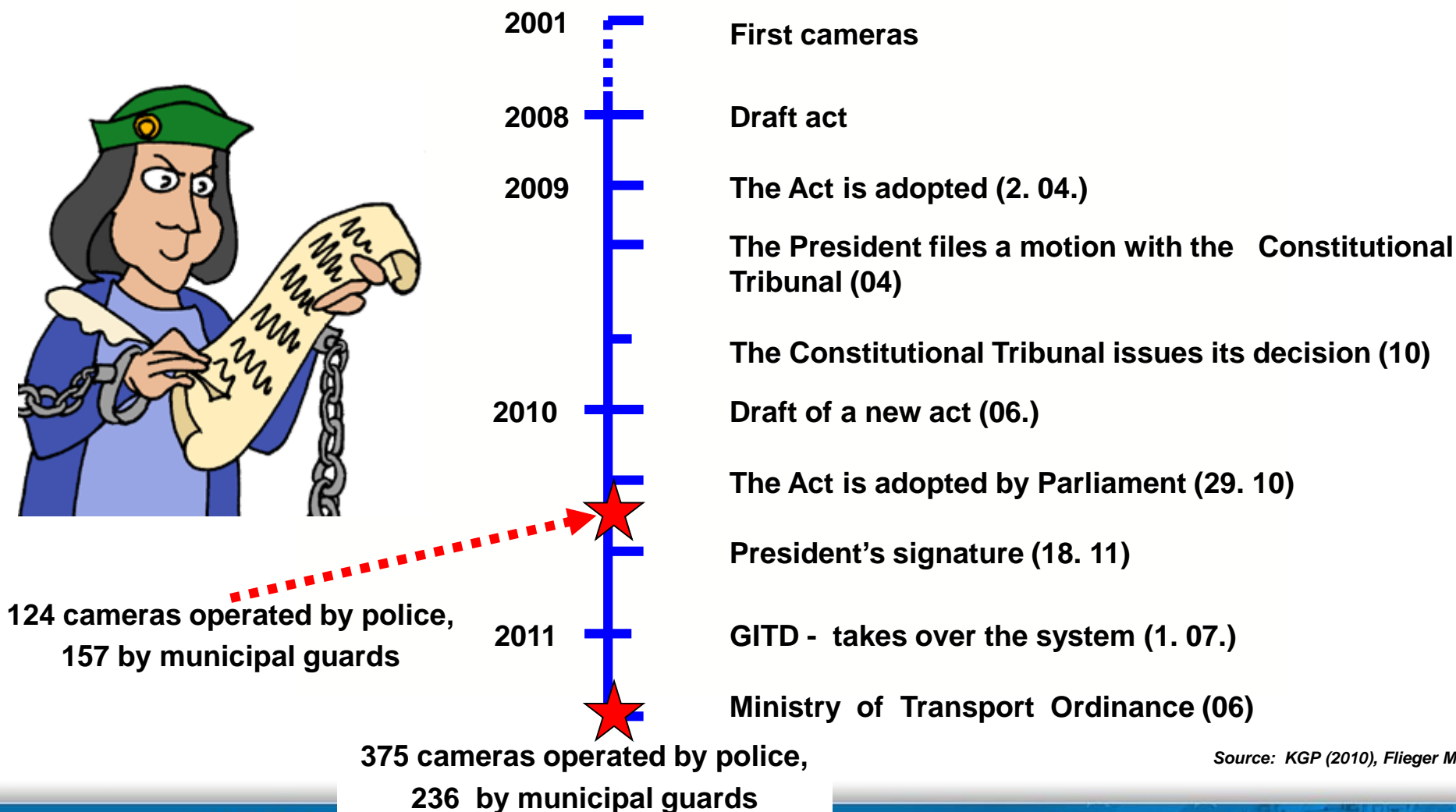


- 140 km/h - motorway
- 120 km/h - expressways
- 100 km/h - single carriageway (Expressway)





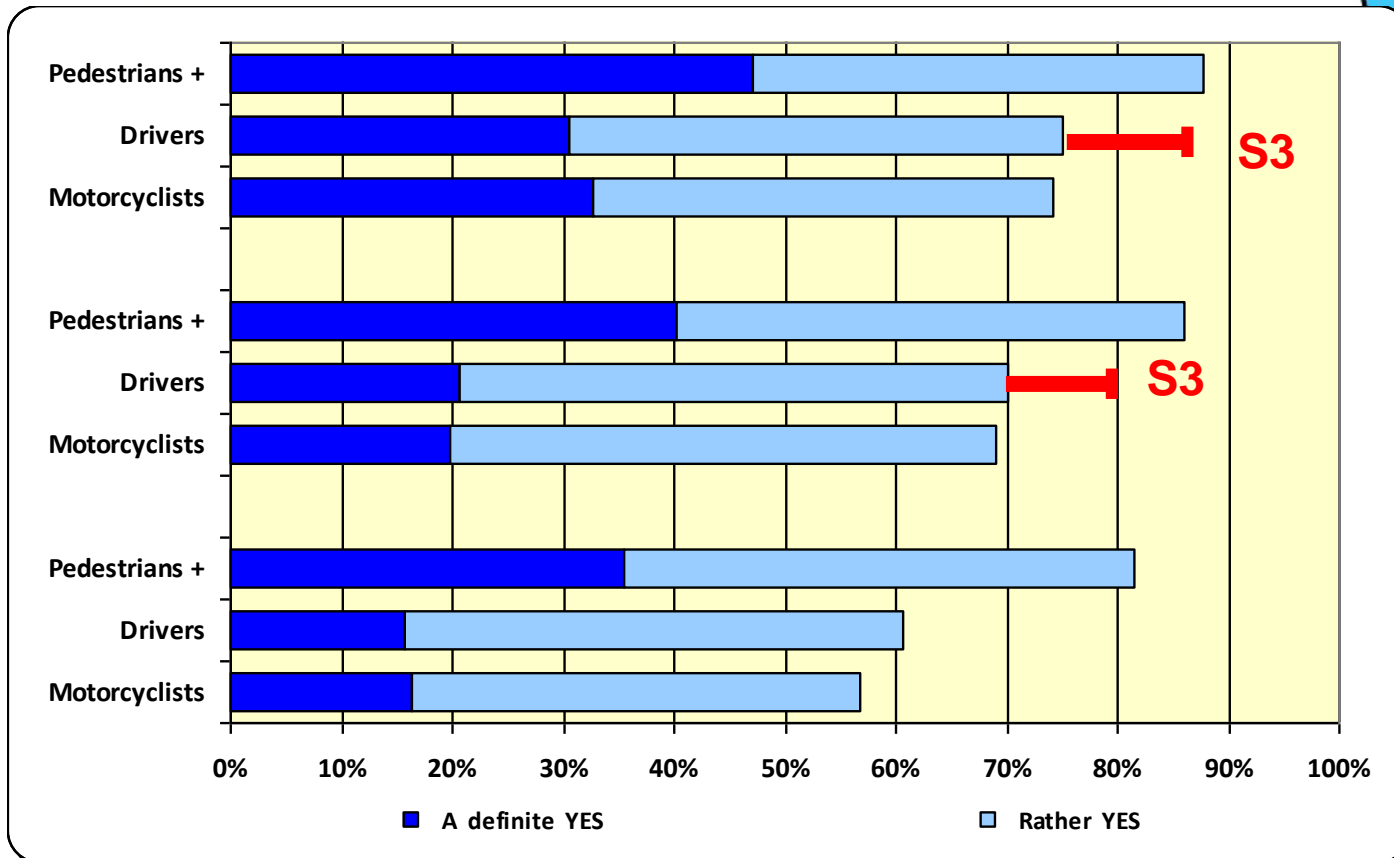
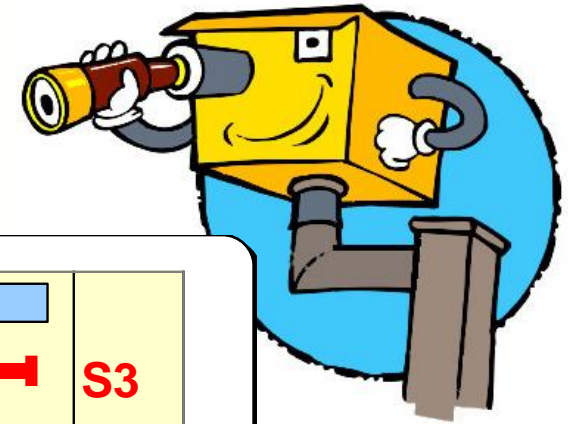
MILESTONES OF THE SPEED CAMERA SYSTEM ROLL-OUT



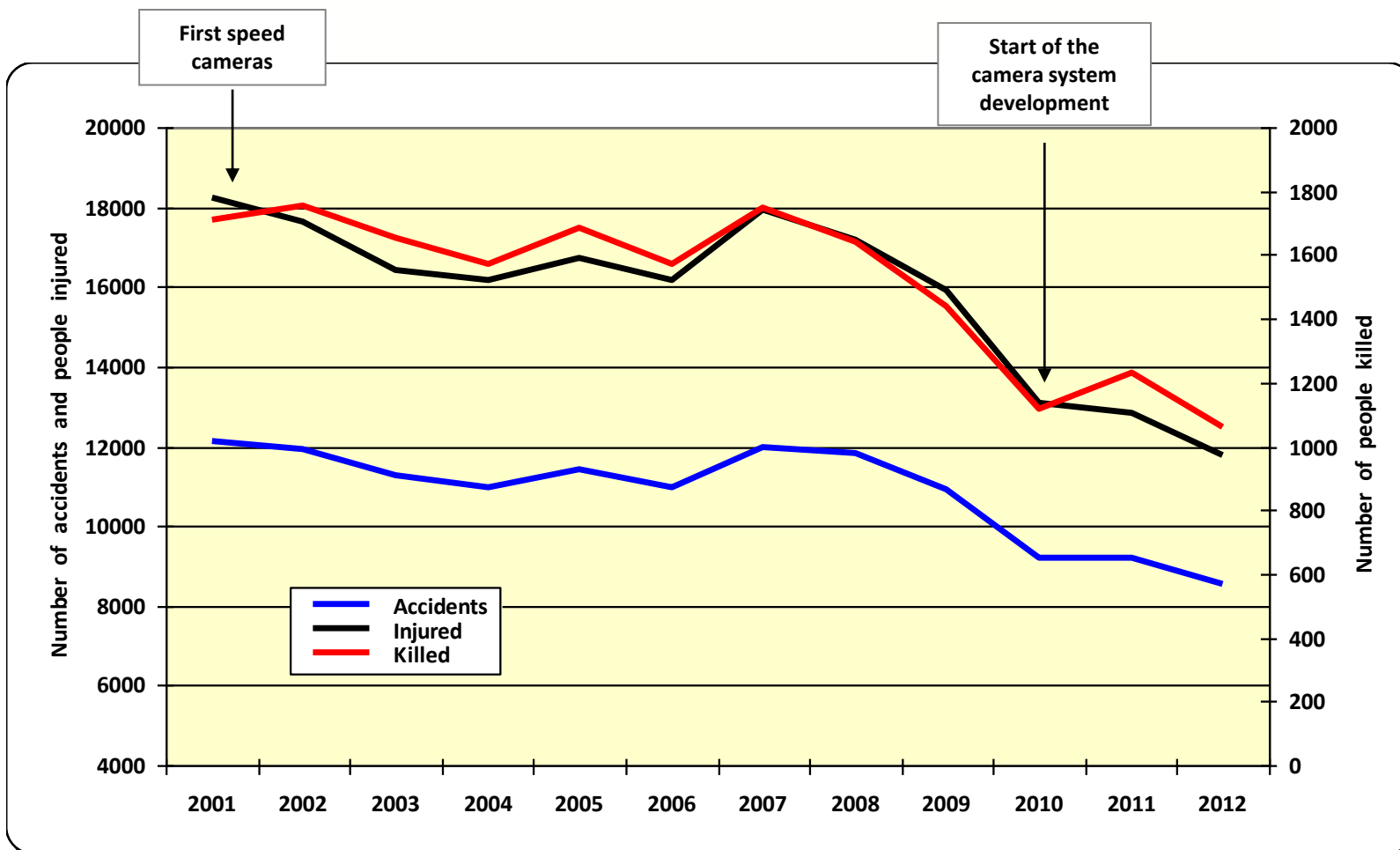
Source: KGP (2010), Flieger M. (2010)



„Do you support these solutions:”

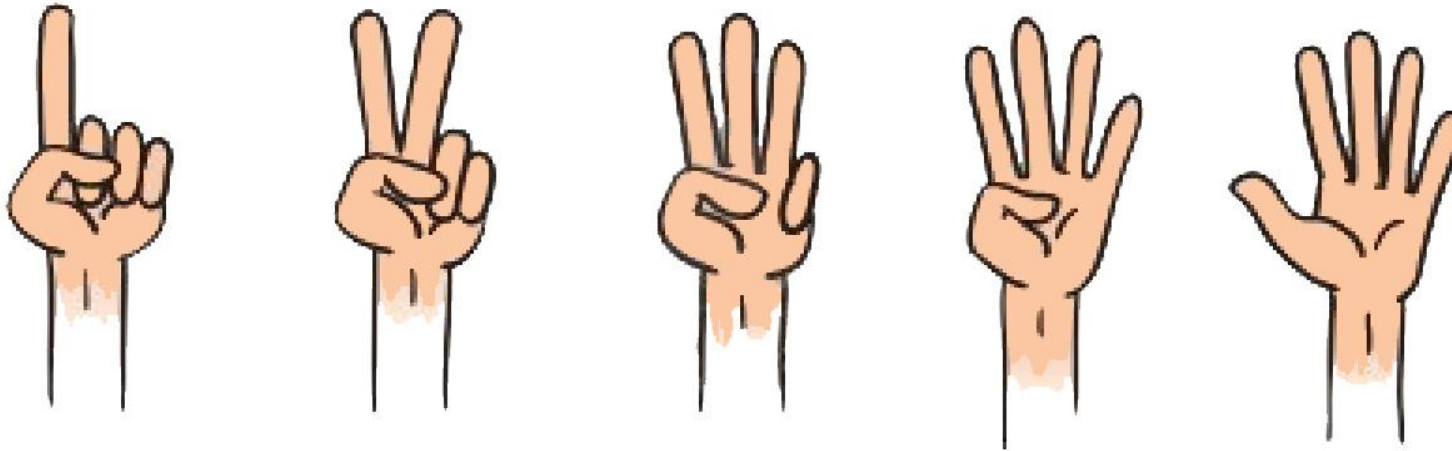


ACCIDENTS CAUSED BY SPEEDING DRIVERS vs. DEVELOPMENT OF SPEED CAMERAS SYSTEM





SPEED CAMERAS SYSTEM: “POTENTIAL” SOCIAL RISKS



1. **opinions about the government's involvement in preventive measures**
2. **opinions about equal treatment before the law**
3. **opinions about severity of penalties**
4. **opinions about how funds from the system are used**
5. **speed camera location**





SUMMARY: POLISH EXPERIENCE

1. Consistent political support for road safety policy
2. Professional system of road safety management



3. Effective system of communicating with the public

