

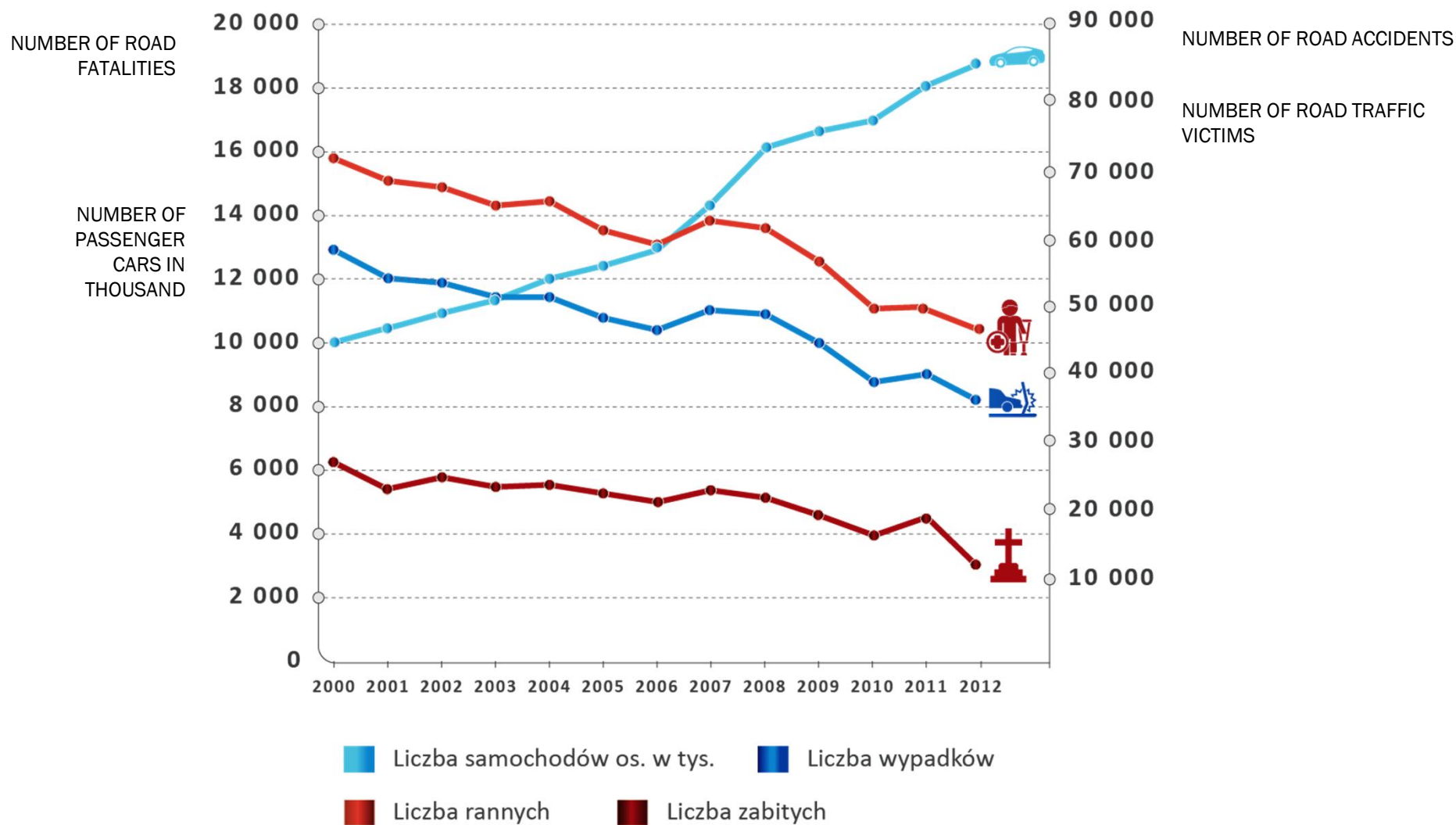
The Polish vision of road safety

Maciej Mosiej
Secretary
National Road Safety Council

Road Safety PIN Talk
Warsaw, 14/02/2013

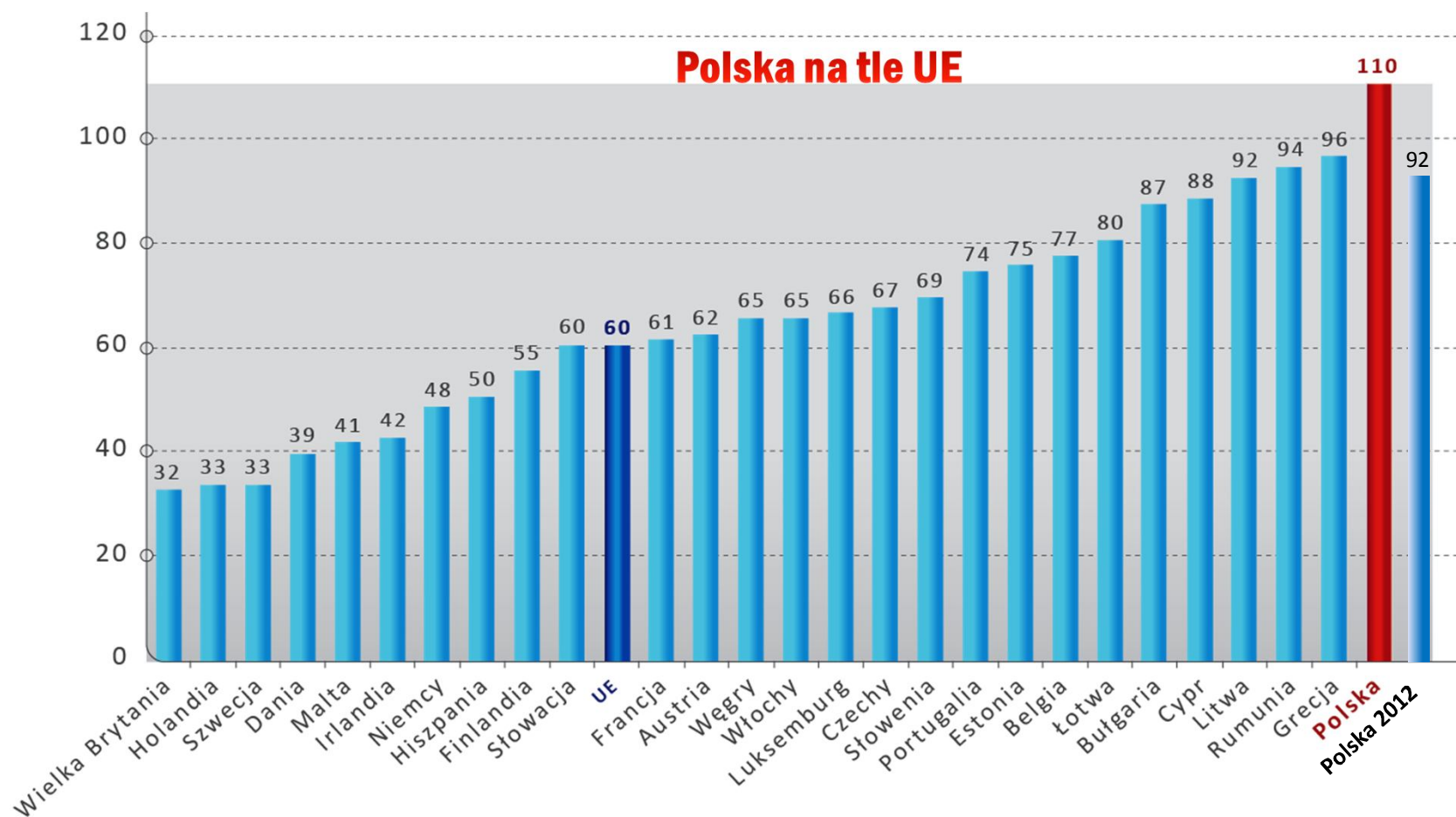
- 1. Facts**
- 2. National Road Safety Programme 2013-2020**
- 3. Examples of activities in 2013**
- 4. Key challenges and success factors**

Facts: Poland 2000-2012



Facts: Poland against background of UE (2011)

Number of road fatalities per 1 million of citizens



Facts: Poland 2011



- Every fifth pedestrian killed in the UE is Pole (20,7% in the UE)
- Road fatalities: usually at the age of 18-34
- 67,3 % accidents caused by passenger car drivers
- Perpetrators of road accidents are often drivers at the age of 15-24
- Total costs of road accidents are at least 20 billion PLN per year

NATIONAL ROAD SAFETY PROGRAMME 2013 – 2020

The history and status of work



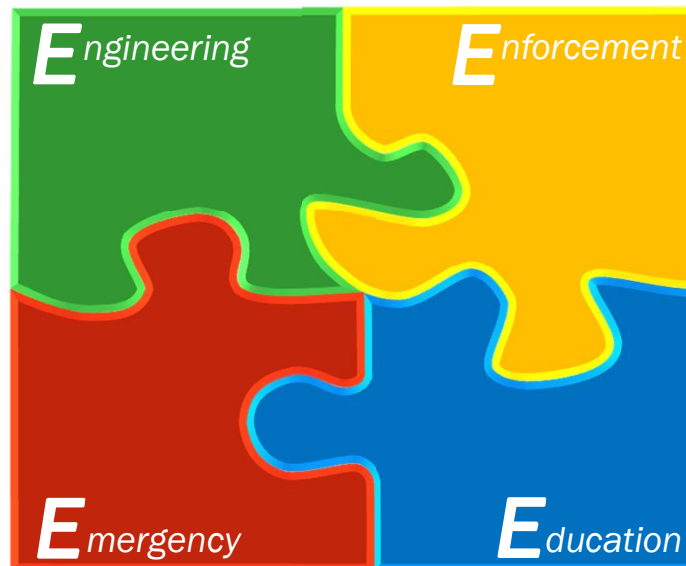
- Spring 2012 – Minister's of Transport priority
- July 2012 – NRSC's resolution of work started
- Cooperation with stakeholders:
 - Ministries
 - Units supervised by ministries, including road traffic service and emergency service
 - Institutes and research units
 - Universities
 - Self-government
 - International institutions
- January 2013 – beginning of the public consultations (march 2013)

Fundamentals of strategy

Safe System Approach



4 x E Rule



International and national conditions



UN Recommendations for national strategies (2010 r.)

4th Road Safety Action Programme 2010-2020 (2010 r.)

National Transport Policy

National Transport Strategy to the year 2020

National Health Programme 2007 – 2015

Vision and main targets

Vision



Main targets

REDUCTION OF ROAD FATALITIES ABOUT 50%
„no more than 2000 road fatalities in 2020”

REDUCTION OF SERIOUSLY INJURED ABOUT 40%
„no more than 5600 seriously injured in 2020”

Structure of the Programme

Pillars

1. Diagnosis of road safety in Poland
2. International and national conditions
3. The way forward
4. Safe People
5. Safe Roads
6. Safe Speed
7. Safe Vehicle
8. Emergency
9. Road safety management system
10. Implementation rules of the programme
11. Safety performance indicators

5 pillars and strategic directions

Programme's Chapter	Pillar	Type of action			Conditions of implementation
		<i>(Engineering)</i>	<i>(Enforcement)</i>	<i>(Education)</i>	
4	Safe People	Interventions included in the priority directions of actions specific to each pillar			Legislation Research and experience exchange
5	Safe Roads				
6	Safe Speed				
7	Safe Vehicle				
8	Emergency				

Examples of priorities and directions



„Safe People”

1. PRIORITY: Improving road users behavior

1. Enforcement:

- 1. Improving the enforcement system on road users in terms of universality of control and inevitability of punishment;**
- 2. Introduction of the so-called probationary period for new drivers.**

2. Education

- 1. School education encouraging to safe behavior in traffic;**
- 2. Introduction to driving training system issues related to the consequences of unsafe behavior;**
- 3. Road safety campaigns.**

2. Other PRIORITY: Protection of road users

1. Engineering

- 1. Dissemination and implementation of road safety measures (infrastructure for pedestrians and cyclists, self-explaining roads);**
- 2. Modernization of the automatic speed enforcement system.**

etc...

Programme management

Target for the 2020

Strategy

**National Road Safety
Programme 2013-2020**



**< 2 000
road fatalities
< 5 600
serious injured**

Action Plans



Evaluation:

- Annual reports
- Periodical reports

2015
(for the years 2012-2014)

2018
(for the years 2012 – 2017)

Action Plan 2013

National roads (2013- 2015)

809 km new highways
and expressways

Local roads (2013-2015)

6000 km roads to modernization

Roads designed as 2+1 lane single
carriageway

The road safety audit regulations
road safety classification

Road signs

Changes in code violation
responsibility of the road manager
for incorrect road signing

Guidelines for rational use of
local speed limits
for national and local roads managers

Local speed limits
review and analysis
for national and local roads

Road signs review and analysis
for national and local roads

Road signs number reduce
eliminating inconsistencies

Action Plan 2013



Nadzór
*E*nforcement

Keep on (taking) the driving licence

For significant overspeeding

Improvement of police enforcement

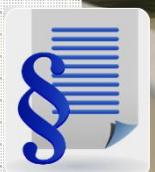
More traffic police officers

87 new unmarked police cars with speed camers

Speed camera act

Punishment for the driver or the car owner, by overspeeding or by crossing on the red light

Administrative punishment



Improvement of pedestrian safety

The oblige to give way for pedestrains on the pedestrian corssing

Changes in the code violation

responsibility of road manager for incorrect road signing



Developing of the automatic traffic enforcement system

160

new speed camras on national roads

29 section control devices

20 red light crossing

Action Plan 2013

The most important interventions 2013



First aid practical
exam
as an element of the driving
license exam



Action Plan 2013

The most important interventions in 2013



New driving
license exam



New driving license
categories



For motocyclist, to graude
the using of the motorcycle, by
the engine parameters

Traffic calming
trainings for road
designers and the road
managers



Vulnerable road
users campaign



Anti-speeding
campaign



School education

Education script
for teachers for
Road Safety classes

Key challenges and success factors



Nearest months (years?):

- **Keeping the political commitment**
- **Keeping the road safety problems in public opinion spotlight**
- **Improving the enforcement of the road users behavior**
- **Increasing of the institutional management functions**
 - **Coordination**
 - **Monitoring and evaluation!!**
 - **Research, development and knowledge transfer**
 - **Sustainable road safety funding mechanisms**
 - **Promotion**

**EFFICIENT INSTITUTIONAL MANAGEMENT FUNCTIONS =>
BETTER INTERVENTIONS => BETTER RESULTS**

Thank you for your attention