



NEWS RELEASE

Poland: Institutional weaknesses can be overcome if political support to improve road safety remains high

14 February 2013, Warsaw – “Political commitment is an absolute requirement to improve road safety in Poland,” said Maciej Mosiej of the Polish National Road Safety Council during the ETSC¹ Road Safety PIN Talk² organised in Warsaw. Tadeusz Jarmuziewicz, Secretary of State within the Ministry of Transport, Richard Allsop, ETSC Board member and Chairman of PIN Programme and Gilles Bergot, Deputy Head of the Road Safety unit within the European Commission also addressed the audience in Warsaw.

“We are very happy the European Commission is represented here today, it shows the road safety situation in the Member States is closely monitored in Brussels and thus national decision-makers feel a stronger sense of responsibility towards collectively reaching the EU road safety target,” said Antonio Avenoso, ETSC Executive Director. Mr. Bergot presented the latest EU-wide road safety data and also pointed out that achieving the EU road safety target is a matter for all stakeholders to work towards. He also touched upon the Commission’s work to address not only road deaths in the EU, but also serious injuries. He described this as a gradual progress of first reaching a common EU-wide definition, agreeing on a common methodology for collecting national data and finally setting an EU-wide reduction target. Mircea Steriu, ETSC PIN project officer, also stressed that there is not a perfect relation between reducing the number of road deaths and that of serious injuries and the two should be addressed with renewed efforts at both the EU and national levels.

The discussions focused also on the current policy debates around the publication and adoption of a Polish Road Safety Strategy that would cover the period up to 2020. Mr. Mosiej stressed that no more than 2,000 road deaths should be recorded on Polish roads in 2020.³ Prof. Allsop took the opportunity to note the hard work being done to adopt the Polish road safety strategy and stressed that road safety improvements are attainable in all the Member States, regardless of their current situation, provided that political support is present throughout the period of drafting, adopting, implementing and monitoring a road safety plan.

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Notes to editors:

¹ ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 47 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

² The Road Safety Performance Index (PIN) Programme was launched in June 2006 to compare country road safety performances. It currently includes the 27 countries of the EU, as well as Israel, Norway, the Republic of Serbia and Switzerland. The Road Safety Performance Index (PIN) receives financial support from the Volvo Group, Volvo Trucks, the Swedish Transport Administration, the Norwegian Public Roads Administration and Toyota Motor Europe. www.etsc.eu/PIN

³ In Poland there were 4,189 road deaths recorded in 2011 and 3,907 in 2010.