



GAMBIT 2005

NATIONAL

ROAD

SAFETY

PROGRAM

DIAGNOSIS

For the last five years the road safety in Poland has been marked by a stabilization of the number of road traffic accident fatalities, which means that the measures of road safety improvement applied so far need intensified application and that it is necessary to introduce new, more effective ones. In this period the following data were recorded:

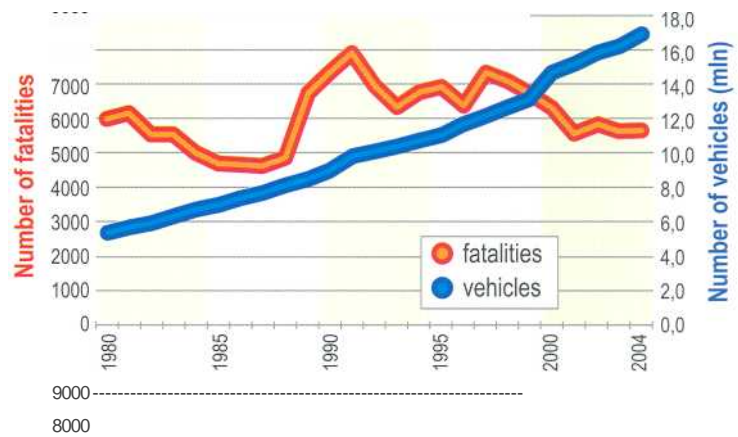
- 29 thousand people died, i.e. approximately 5,8 thousand per year
- 335 thousand were injured, i.e. approximately 67 thousand per year
- the total cost of road accidents was nearly 150 billion PLN, i.e. 30 billion per year.

Within the same period:

- population number decreased by 0.1%
- the number of registered cars increased by 20%
- total traveled distance (given in vehicle kilometers) increased by 36%.

In 2003 we completed the implementation of stage I of GAMBIT 2000 National Road Safety Program, which had been accepted in May 2001 by the Council of Ministers as the program for Poland for the years 2001 -2010. In the same year, which was assumed as the basis for all the comparisons in the

Poland: fatalities and motorization



Program herein, the basic road safety indicators in Poland were:

- 14,7 fatalities per 100 thousand inhabitants,
- 3,5 fatalities per 10 thousand vehicle
- 31,6 fatalities per 1 billion vehicle kilometers
- 11,2 fatalities per 100 accidents.

This indicator per capita achieve the level recorded in the 70s of 20th-century in Sweden, Holland and United Kingdom and are over three times as high as the currently recorded ones in these countries.

The basic road safety problems in Poland are:

- hazardous behavior of road users
- lack of sufficient protection of pedestrians, children and cyclists
- poor road infrastructure quality
- non-effective road safety system.

VISION:
Zero fatalities on Polish roads

MISSION:
**POLAND IS A SAFE COUNTRY
THUS A FRIENDLY ONE**

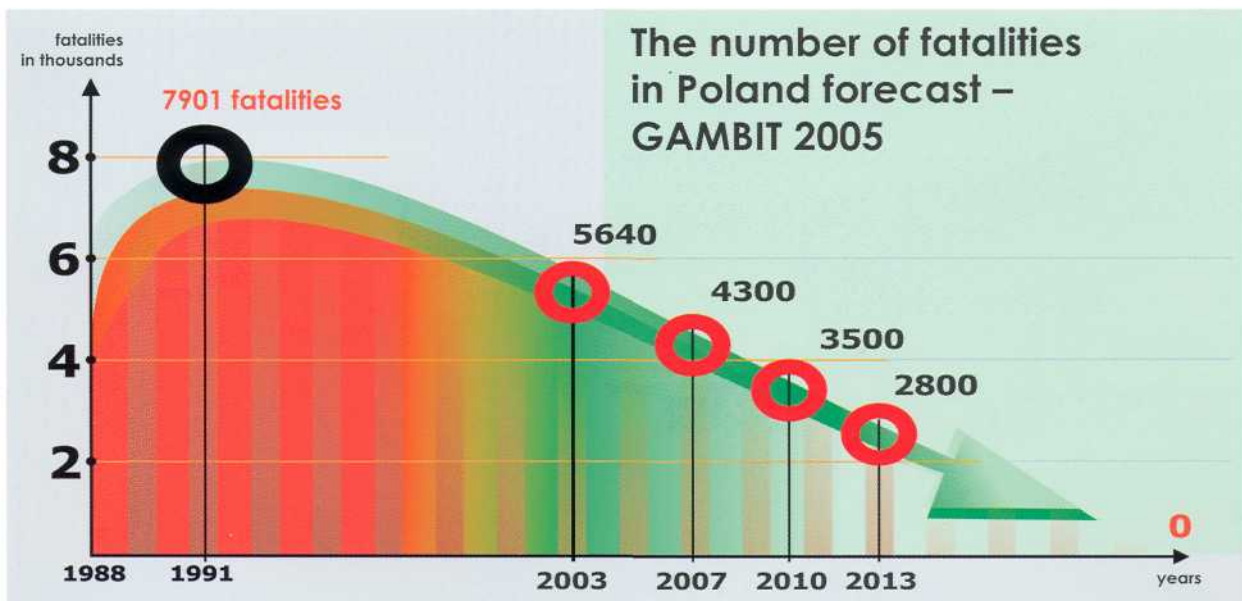
STRATEGIC OBJECTIVE:

Decrease by 50% in the number of fatalities in comparison to 2003, not more than 2800 fatalities in 2013.

The objective is in keeping with the guidelines included in the program documents (EU Transport Policy by the year 2010 - Time to decide!, III EU Road Safety Program).

Achieving the strategic objective depends on accepting road safe-

plied to these roads, i.e. decrease in the fatalities rate by 75% by the year 2013. For the remaining regional and local roads administration a lower level of requirements was determined i.e. decrease in the fatalities rate by 35% by the year 2013.



ty tasks and requirements for each road category. Taking into account the potentially significant possibility of domestic road net development, quite strict road safety requirements are ap-

It is provided by the strategic program that five specific objectives declared in the Vision accepted in Poland will have been achieved by the year 2013. The objectives have been divided into 15 priorities.

OBJECTIVE 1: Creating the basis for performing effective and long-term road safety actions

The improvement of legal, organizational and financial bases for the road safety system functioning is the basic condition of the effective and successful implementation of the road safety improvement process in Poland. Most elements of this system already exist or are in the process of implementation, but a lot of them requires improvement, and some of them even being organized. The basic actions conditioning effective achievement of the remaining four specific objectives of the Program include the activities aimed at road safety organizational structures modification, organizing road safety management system and sector actions performed in particular resorts. What needs to be emphasized here are the tasks related to legal bases preparation for life, health and property protection in road safety and organizing a central institution managing road safety. Significant role is played by central authorities in organizing such a system.

PRIORITIES AND ACTIONS

1.1 Road safety organizational structures

- preparing legal regulations for life and health protection in road traffic
- organizational structures of central institutions improvement
- organizational structures of regional and local institutions improvement

1.2 Road safety management

- organizing cooperation and coordination system
- organizing professional road safety personnel training system
- road safety programming system improvement
- amending legal regulations of the acts regarding road safety system
- collecting and archiving the data on road accidents system improvement
- introduction of uniform road safety monitoring system
- creating road safety information system
- forming a research body for road safety scope
- introducing obligatory audit procedures system for road safety
- introducing standards and effective action promoting system
- introducing a stable road safety financing system

1.3 Sector actions

- improvement of school education on road safety
- improvement of drivers training and examining system
- updating and increasing the effectiveness of road traffic enforcement
- increasing the effectiveness of prosecution agency and jurisdiction actions
- improvement of actions related to technical inspection of vehicles
- improvement in organizing the services managing road safety
- development of road rescue system
- help to road accidents victims

PRIORITIES AND ACTIONS

2.1 Speed

- amending legal acts regarding driving speed
- improvement of education and communication with society promoting safe speed of driving
- updating road traffic enforcement in the scope of speed control
- common speed limit verification
- performing systematic vehicle traffic speed research

2.2 Safety seat belts

- improvement of education and communication with society in the scope of safety seat belt use
- improvement of safety seat belt use control
- conducting systematic research on safety seat belts use

2.3 Alcohol and intoxicants of similar effect

- amending legal acts related to the issue of sobriety in road traffic
- improvement of education and communication with society resulting in the awareness of the role of alcohol in road accidents
- improvement of road traffic enforcement
- conducting systematic research on the problem of participation in road traffic under the influence of alcohol and intoxicants of similar effect

OBJECTIVE 2: Improving safe behaviour of road users



Research shows that 45% of all drivers exceed acceptable speed limits, and on national roads passing through small towns and villages the percentage is even higher and equals over 80%. Only 72% percent of drivers and passengers sitting in the front of the car wear safety seat belts, and even less of those sitting in the rear. Approximately 12% of fatalities are victims of accidents in which participants

under the influence of alcohol participated.

A change in road traffic participants' hazardous behavior can be achieved through multi-direction education, enforcement and engineering actions, especially regarding: speed, safety seat belts and participating in road traffic under the influence of alcohol and intoxicants of similar effect. These actions should lead to:

- decrease in the frequency of speed limit exceeding to 22%
- increasing the percentage of road traffic participants using safety seat belts, including a 95% increase in the case of the front of passenger cars
- decrease in alcohol-affected accidents fatalities to 6.0%.

PRIORITIES AND ACTIONS

OBJECTIVE 3: Pedestrians, children and cyclists protection

Vulnerable road users (pedestrians, cyclists, and children especially) belong to the group of the highest risk of becoming a road accident victim. In Poland they constitute 46% of road accident fatalities. The vulnerable participant fatalities indicator is 6.8 per 100 thousand inhabitants, which places Poland on the top of the European countries list. Protection of vulnerable road traffic participants may be achieved by multi-direction education, enforcement and engineering actions, especially regarding pedestrians, cyclists, and children. These actions should lead to a decrease in:

- vulnerable road traffic participants' share in road accidents fatalities to the level of 30%
- vulnerable traffic participant fatalities indicator to 2 fatalities per 100 thousand inhabitants

3.1 Pedestrians

- amending legal acts in order to support pedestrian protection
- improvement of education and communication with society in the scope of pedestrian safety
- intensifying pedestrian protection by means of road traffic enforcement
- common use of road measures of pedestrian protection
- conducting systematic research on pedestrian safety

3.2 Children

- amending legal acts in order to support children protection in road traffic
- improvement of education and communication with society in the scope of children protection in road traffic
- intensifying children protection by means of road traffic enforcement
 - common use of road measures of children protection
 - conducting systematic research on child safety

3.3 Cyclists

- improvement of education and communication with society in the scope of cyclist protection in road traffic
- intensifying cyclist protection by means of road traffic enforcement
- common use of road means of cyclist protection
- conducting systematic research on cyclist safety



PRIORITIES AND ACTIONS

4.1 Development of control actions

- improvement of the system of currently existing roads inspection
- conducting road safety audit of roads under planning and construction
- conducting systematic analyses of road safety condition on roads

4.2 Development of a safe road and street net

- reshaping the road net in order to have a proper hierarchy and to increase the accessibility control

OBJECTIVE 4: Development and maintenance of safe road infrastructure

To measure the level of hazard of road network one uses the indicator - fatalities per 1 billion vehicle kilometers. In case of Poland it equals 31.8 fatalities per 1 billion vehicle kilometers and is one of the highest in Europe. In 2003 year 2053 people were killed on national roads, which constituted 36% of all road accident fatalities,



despite the fact that the roads account for only 6% of the length of all roads. Decrease in the Polish road fatalities rate may be achieved through multi-direction organizational, education and engineering actions, especially through development of control actions, development of safe road network and up-to-date road

- designing safe roads
- increasing the quality of road surface and equipment
- conducting systematic analyses and research for increasing the quality of designing tools

4.3 Modern road traffic management

- development of road traffic management services
- introduction of modern means of road traffic management
- mobility management

traffic management. The road safety measures implemented on national roads are of crucial importance, however efforts regarding regional and local roads shall be equally important. These actions should lead to a decrease in:

- indicator of the road accidents fatalities rate to 12.0 fatalities per 1 billion vehicle kilometers
- national road fatality rate to no more than 500 a year.

PRIORITIES AND ACTIONS

OBJECTIVE 5: Diminishing the severity and consequences of road accidents

Road accident severity indicator in Poland equals 12.1 fatalities per 100 accidents and is one of the highest in Europe. Annually about 70% of fatalities are those killed on the spot. Others are those dead within 30 days since the accident, as a result of the injuries. It is not determined, however, what the number is of those who died while waiting for the late rescue. A decrease in severity and consequences of road accidents can be achieved through multi-direction prevention, rescue and engineering actions, especially through the use of safety equipment in vehicles, shaping driver mistake-proof roads and road surro-

5.1 Traffic participant safety equipment in vehicles

- improvement of active security elements
- improvement of passive security elements

5.2 Shaping roads and their environmental areas as „forgiving roads”

- securing or eliminating hazardous objects in the road immediate surroundings
- shaping a safe road lane

5.3 Calibrating rescue actions according to „Survival chain”

- less time needed for locating and reporting a road incident



undings deprived of hazardous objects, improvement of road rescue and education in the scope of first aid. These actions should lead to a decrease in:

- accident severity indicator to 5.0 fatalities per 100 accidents
- number of fatalities due to road accidents share in the total of the fatalities of these accidents to no more than 14%.

- less time needed for traveling to accident site and transporting the injured to the nearest emergency unit hospital
- making knowledge of standard CPR and emergency actions on the accident site common
- development of specialized medical units
- development of tools supporting road rescue

COSTS AND EFFECTS

In the period 2003-2013, it is expected that full implementation of priority actions will result in:

- preventing 16.800 people from being killed,
- decrease in the number of injured victims by 180 thousand
- lowering the costs of road accidents and collisions by 68 billion PLN.

It should be stressed that:

- the greatest possibility of decreasing the number of fatalities lies in the actions related to the road traffic enforcement and reshaping road infrastructure
- the actions offered in this program will bring a tangible economical effect beside a social effect.

The expected cost of realization of all the tasks for the years 2005-2013, necessary in achieving the strategic objective of realization, will be 25.0 billion PLN. Financing road safety actions in Poland is expected to be conducted by the use of the following means:

- the budgets of particular sectors, regional and local authorities and non-government institutions within the scope of planned expenses at their disposal
- Sector Operational Program - Transport for the years 2004-2006 - Transport as well as Road Infrastructure Operational Program for the years 2007-2013
- local EU programs (structure funds)
- international financial institutions loans (World Bank, European Investment Bank), among others, by means of support from central level, for selected tasks, accomplished by government administration and local authorities on co-financing grounds and based on relevant agreements
- National Road Fund.

A flow chart of expected effects of particular road safety objectives realization

| Actions | | Rescued from death in road accidents till the year 2013 | |
|--------------|--|---|---------------|
| Aim | Name | % | Number |
| 1. | Creating the bases for effective and long term actions for road safety | Numbers difficult to estimate | |
| 2. | Forming safe behavior in road traffic participants | 34 | 5 700 |
| 3. | Pedestrians, children and cyclists protection | 30 | 5 100 |
| 4. | Development and upkeep of safe road infrastructure | 26 | 4 350 |
| 5. | Diminishing the severity and consequences of road accidents | 10 | 1 650 |
| Total | | 100 | 16 800 |