

Poland's road safety performance in an EU context

28, July 2011

ETSC's Road Safety Performance Index
Assessing road safety performance across Europe





Monitoring EU transport safety policy



Road Safety **P**erformance **I**ndex (**PIN**) - Ranking EU countries' performances



Roads to Respect Infrastructure Safety



Road Safety **'At' Work** and **'To' Work**

STudents **A**cting to **R**educe **S**peed



Safe & Sober Campaign and **Drink-driving** policy network



A decade of widening effort

- **2001** EU15 set target to halve yearly road deaths by 2010
- **2004** EU10 embrace the target as they join the EU
- **2006** Bulgaria and Romania take up this stiff challenge
- **2010** The year of reckoning!

How have we done?



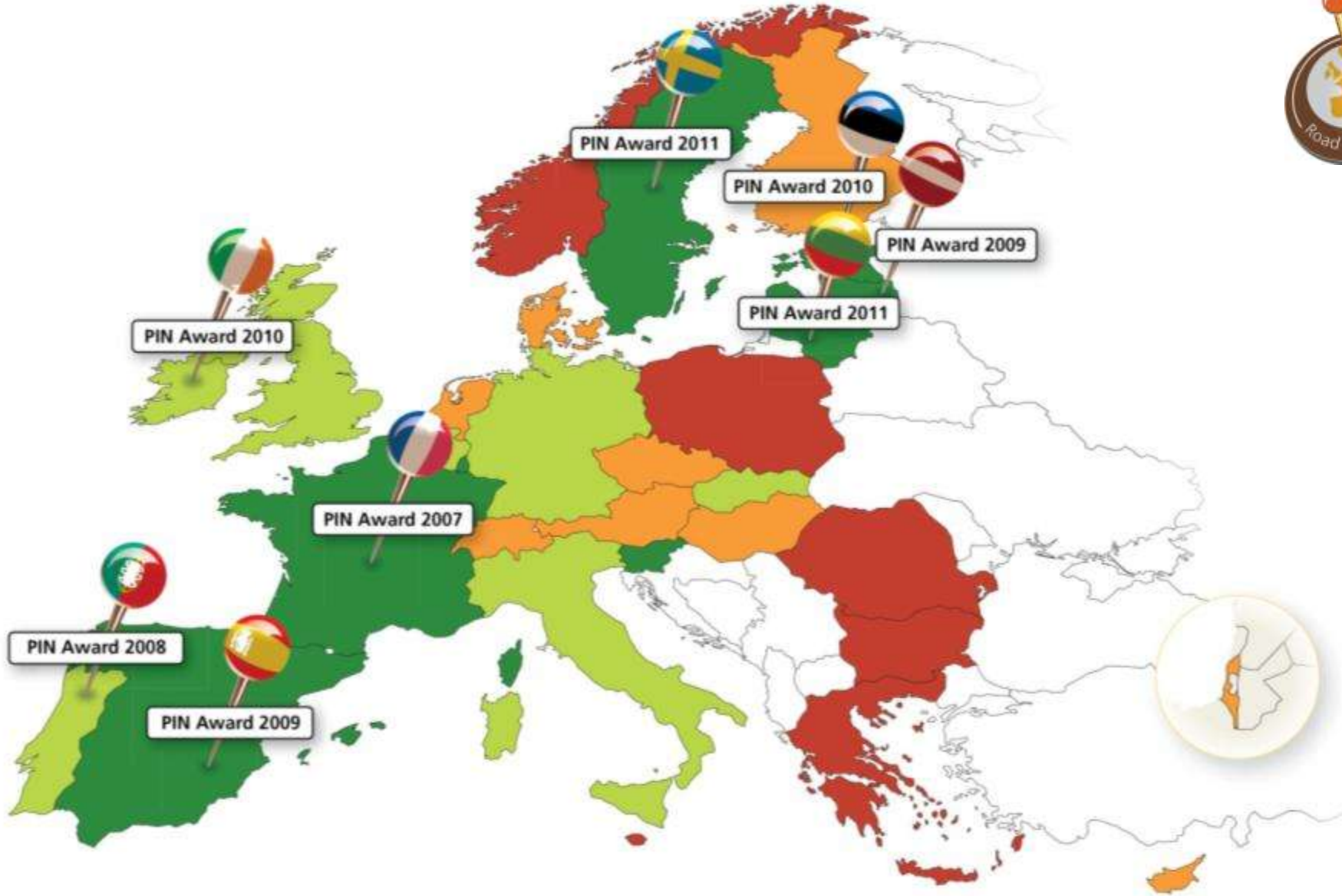
ETSC PIN Programme

- Launched in June 2006 to **compare country performance** in road safety
- Currently includes the **27 EU Member States**, as well as Israel, Norway and Switzerland
- A **PIN Panel**: well-placed experts from each of the 30 countries (*Ilona Buttler, ITS, for Poland*)
- A **PIN Steering Group** with members from
 - SWOV, VTI, DaCoTA
 - European Commission
 - and PIN sponsors
Swedish Transport Administration, Norwegian Public Roads Administration, Toyota Motor Europe

Performance index so far

- Annual number of deaths (*PIN reports*)
- Deaths on rural roads (*PIN report 2011*)
- Unprotected road users ("*" 2011*")
- Serious injuries (*PIN report 2010*)
- Seat belt use ("*" 2010*")
- Deaths from drink driving ("*" 2010*")
- Driving speeds ("*" 2010*")
- Deaths among children (*PIN report 2009*)
- Car safety ("*" 2009*")
- Deaths among older road users (*PIN report 2008*)
- Deaths on motorways ("*" 2008*")

Road Safety PIN Awards

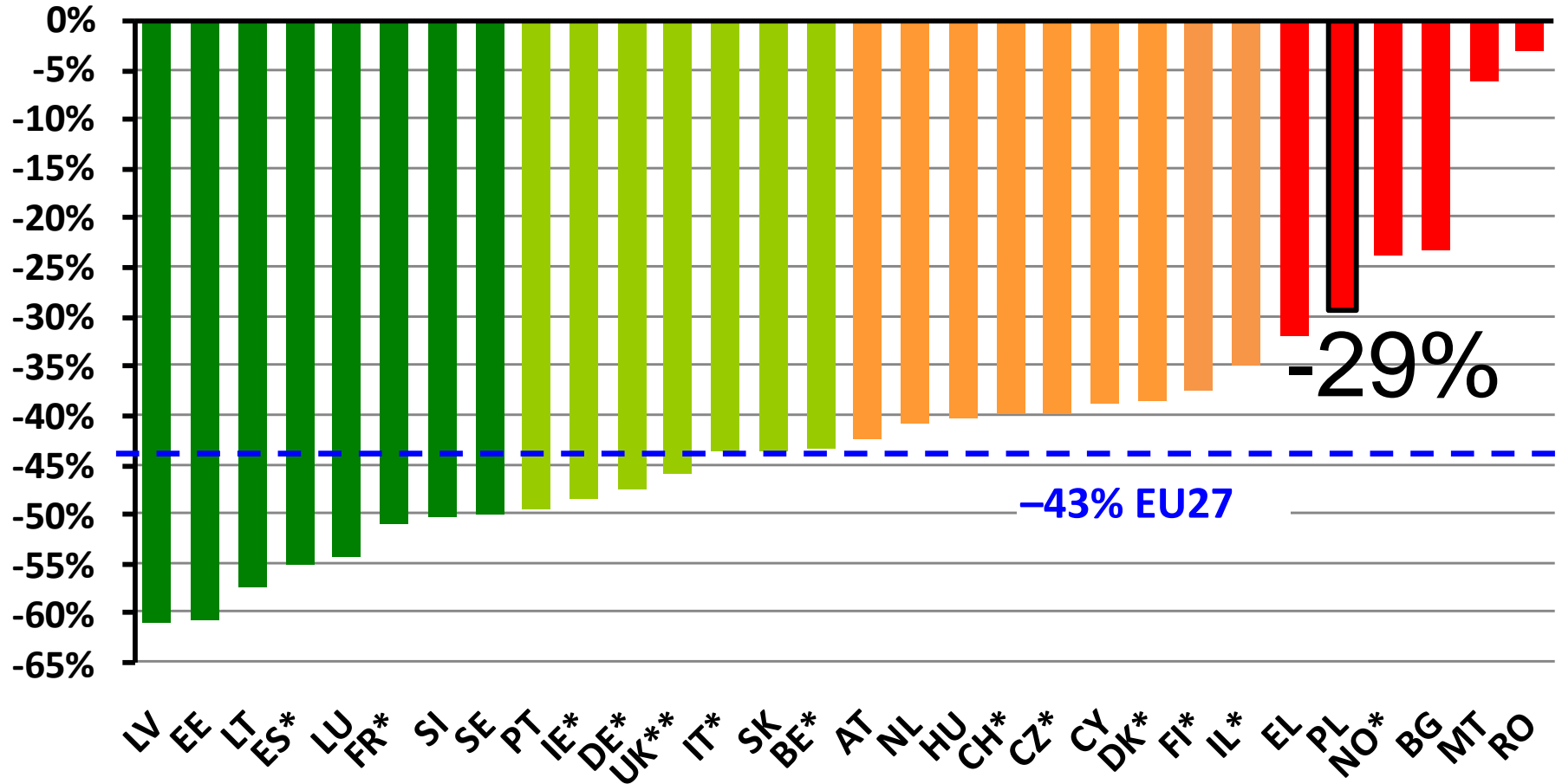


PIN Awards 2011: Sweden & Lithuania



Reduction in deaths 2001-2010

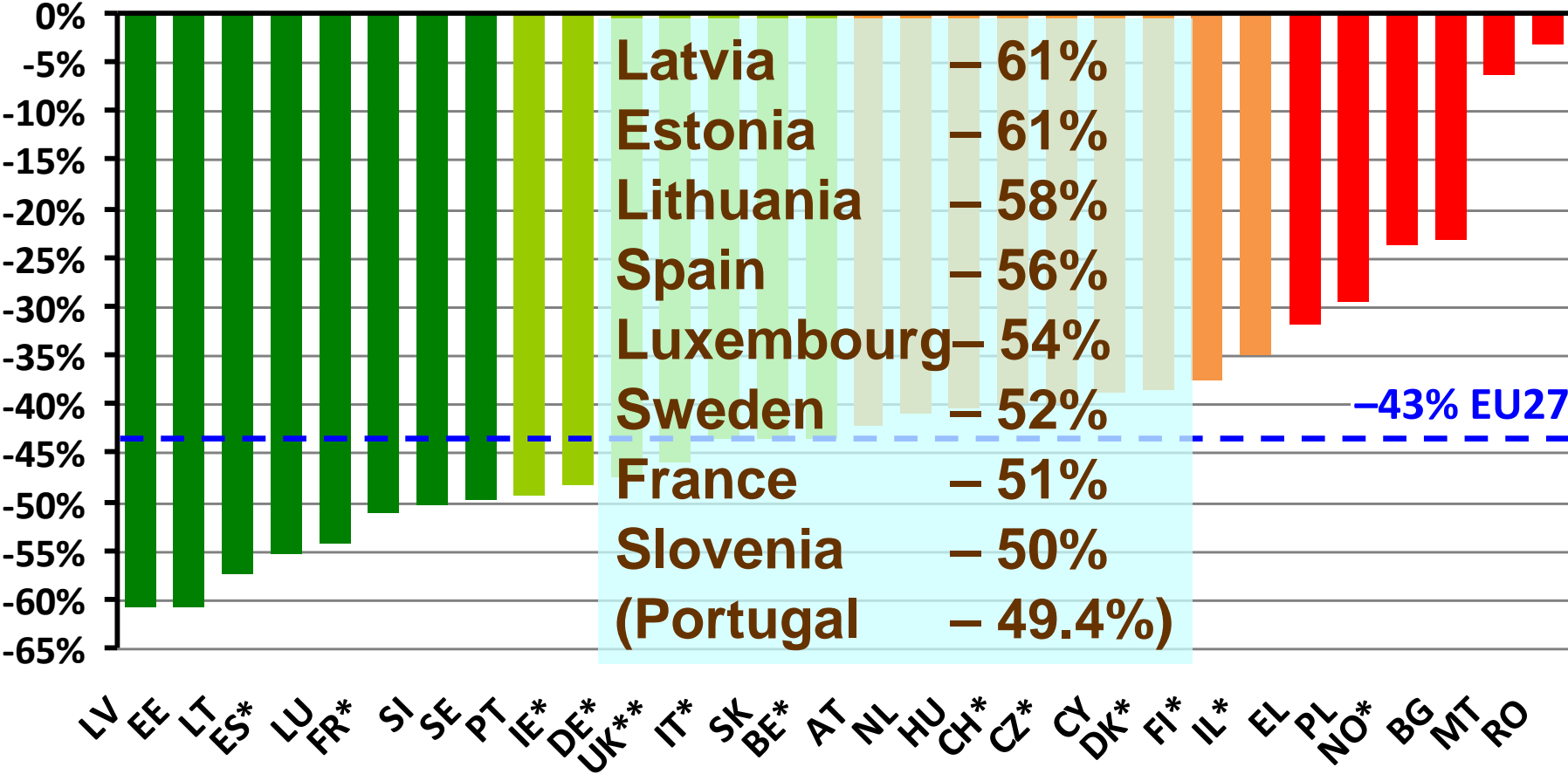
Percentage change in road deaths between 2001 and 2010



* Provisional ** Estimated

Countries that have met the target

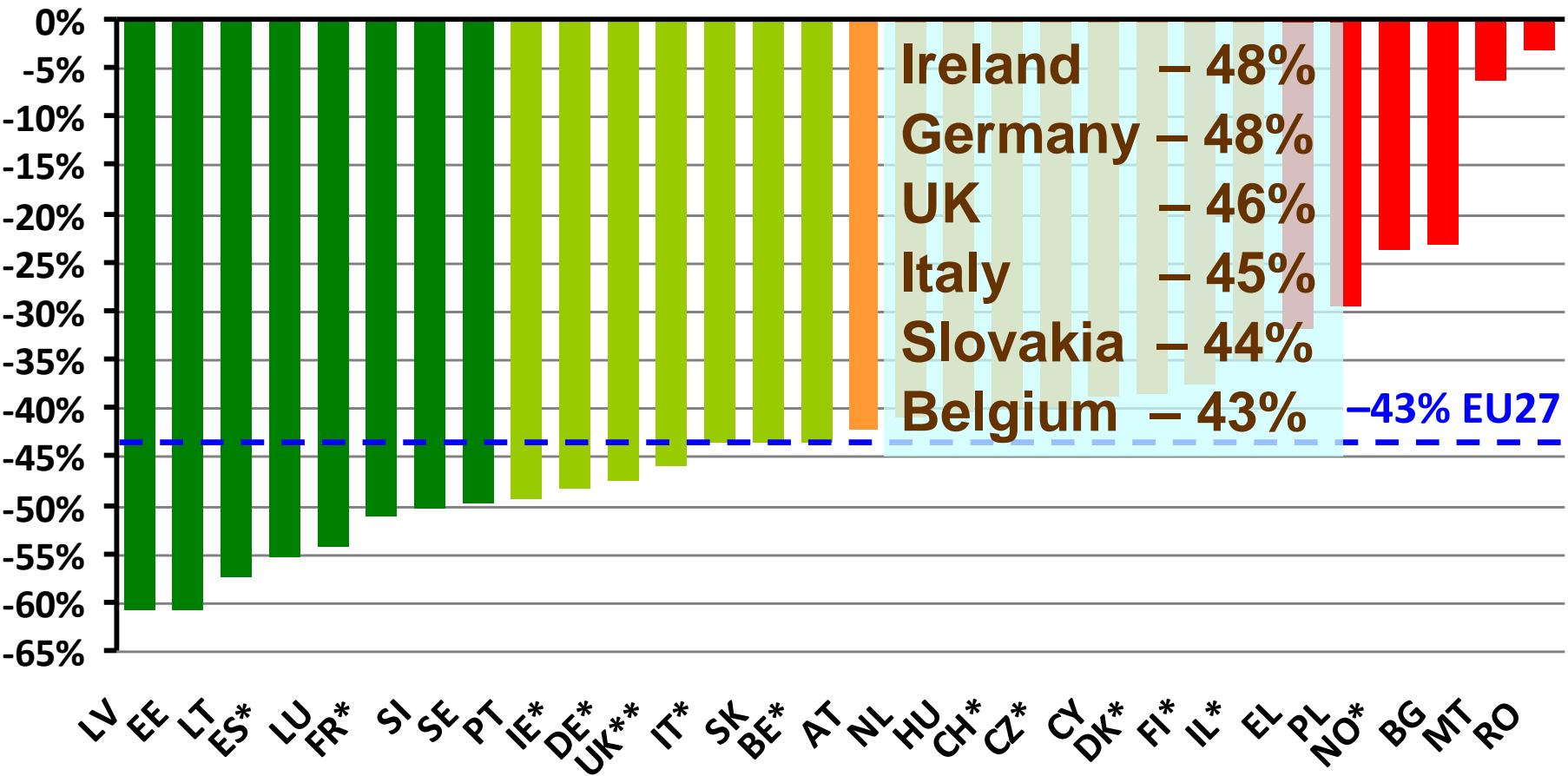
Percentage change in road deaths between 2001 and 2010



* Provisional **Estimated

Others ahead of the EU average

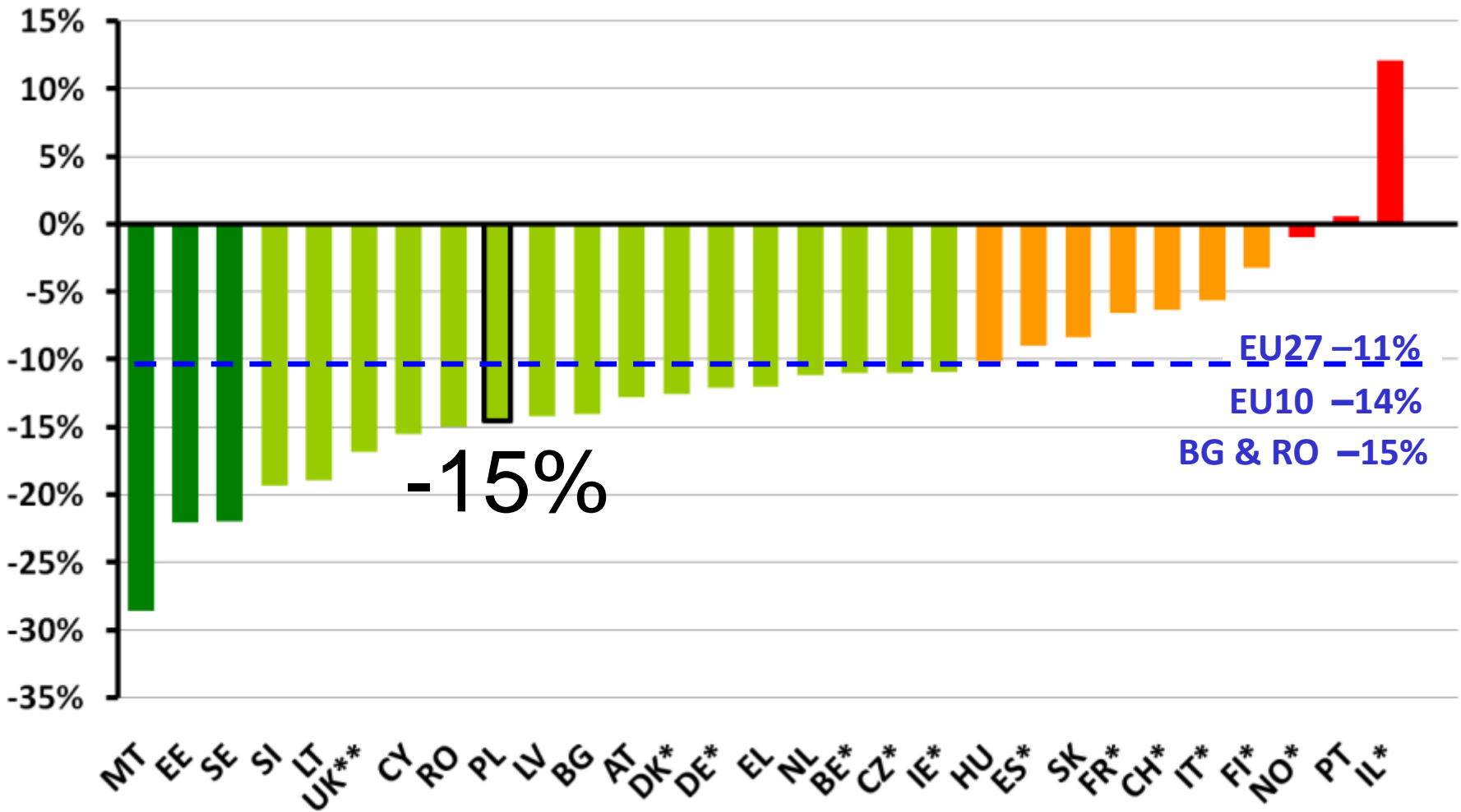
Percentage change in road deaths between 2001 and 2010



* Provisional **Estimated

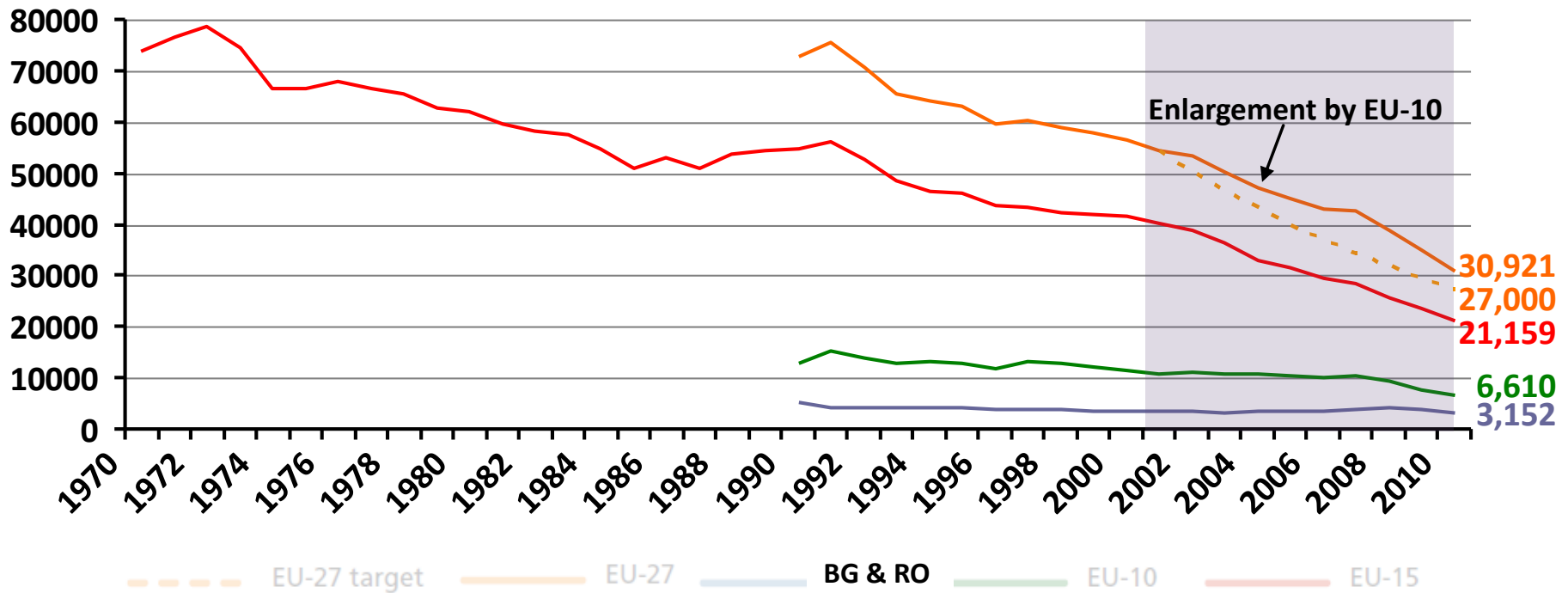
Changes between 2009 and 2010

Percentage change in road deaths between 2009 and 2010



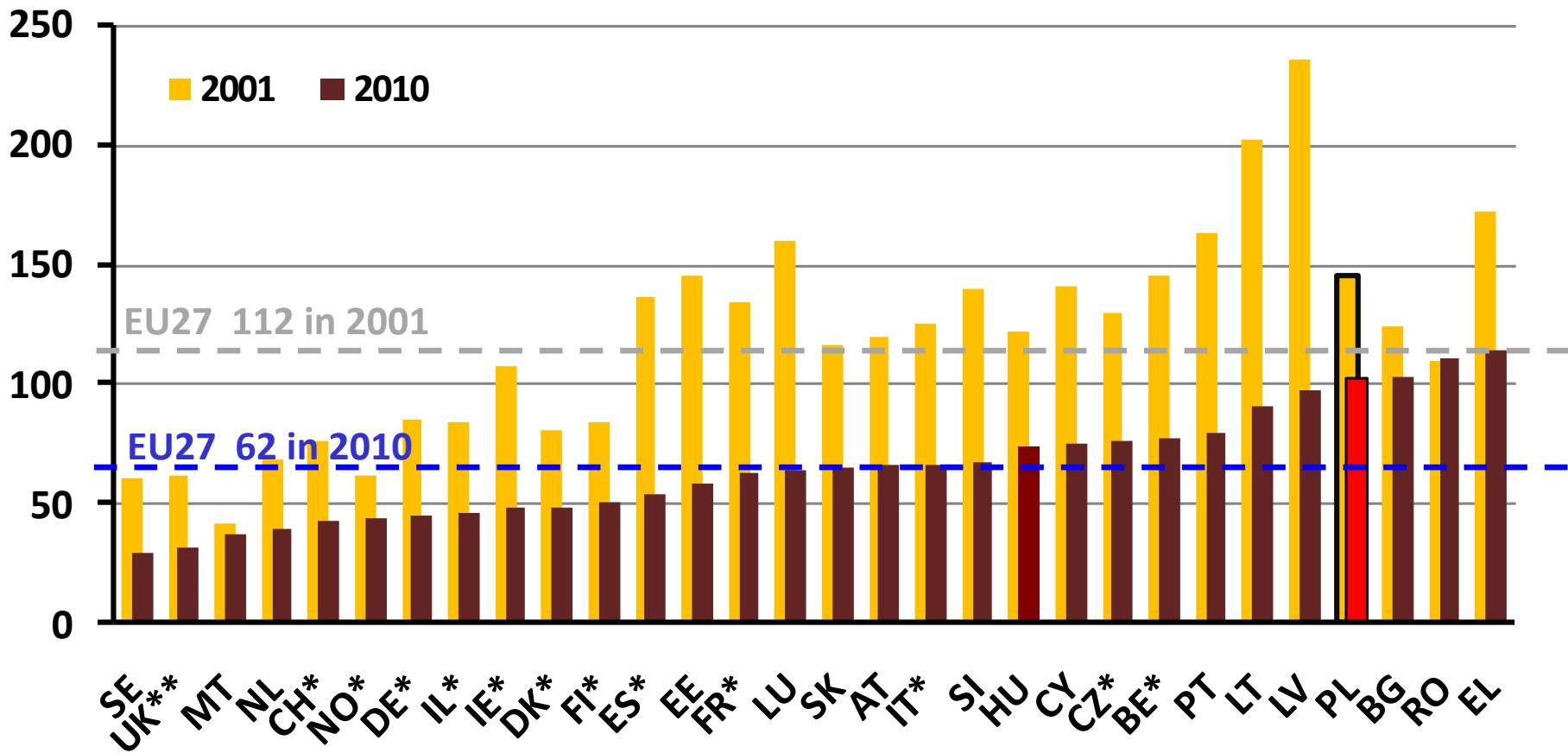
The impact of the EU Target

Reduction in road deaths per year since 1970 (EU15)
and since 1990 (EU27, EU10 and BG&RO)



Road deaths per million population 2010

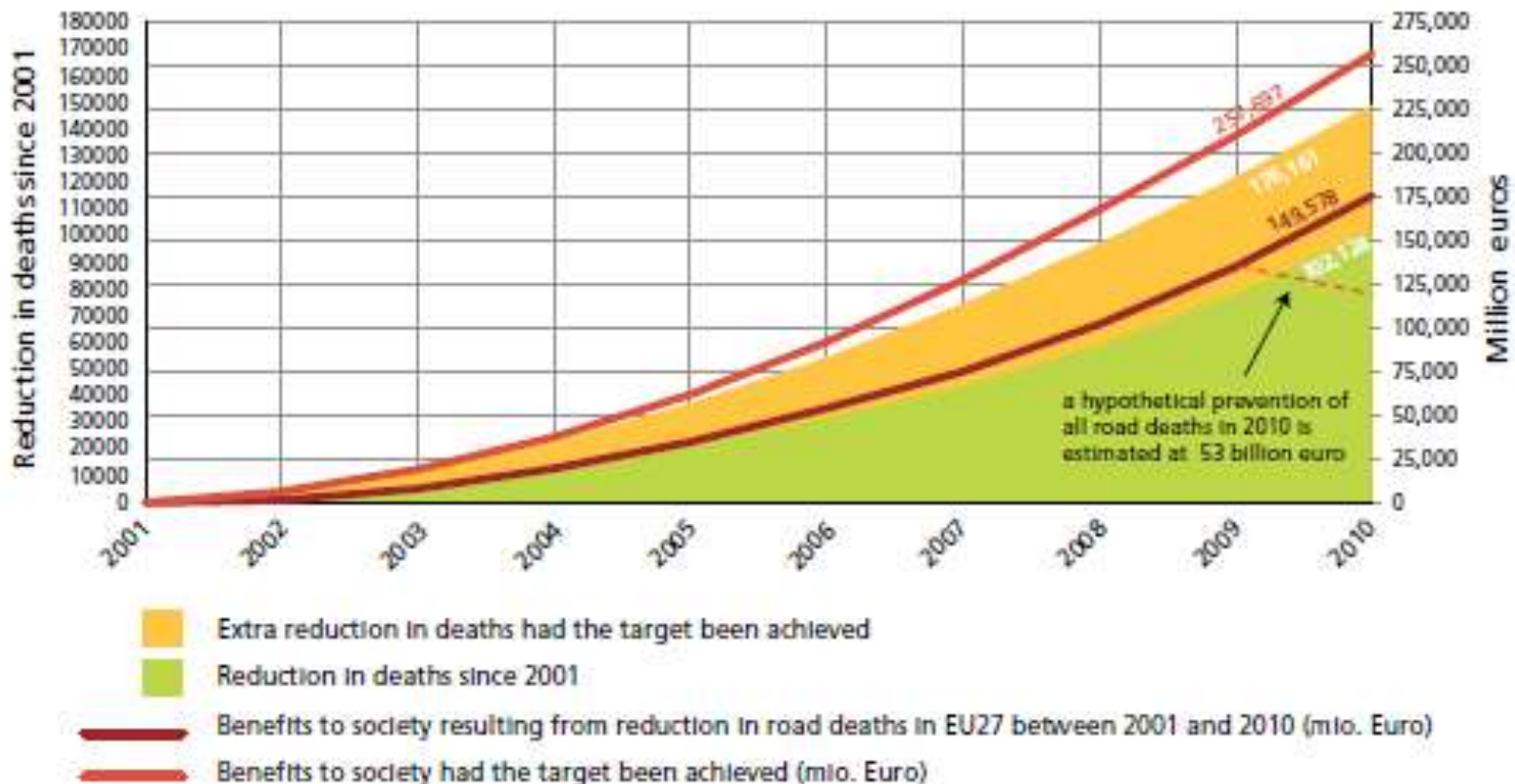
Reduction since 2001 country by country – by 45% on average
 No country now has more than 120 road deaths yearly per million population



* Provisional for 2010 ** Estimated for 2010

Value of reduction in deaths since 2001

- Applying the VPF year by year to the reduction in road deaths in EU-27 in 2002-2010 compared with 2001 gives a total value to society of **€176 billion**



PIN Report main results

- *Chapter 1: 2010 Road Safety Outcome*
- **Chapter 2: Unprotected road users**
- **Chapter 3: Deaths on rural roads**

44% of all deaths are unprotected users



56%

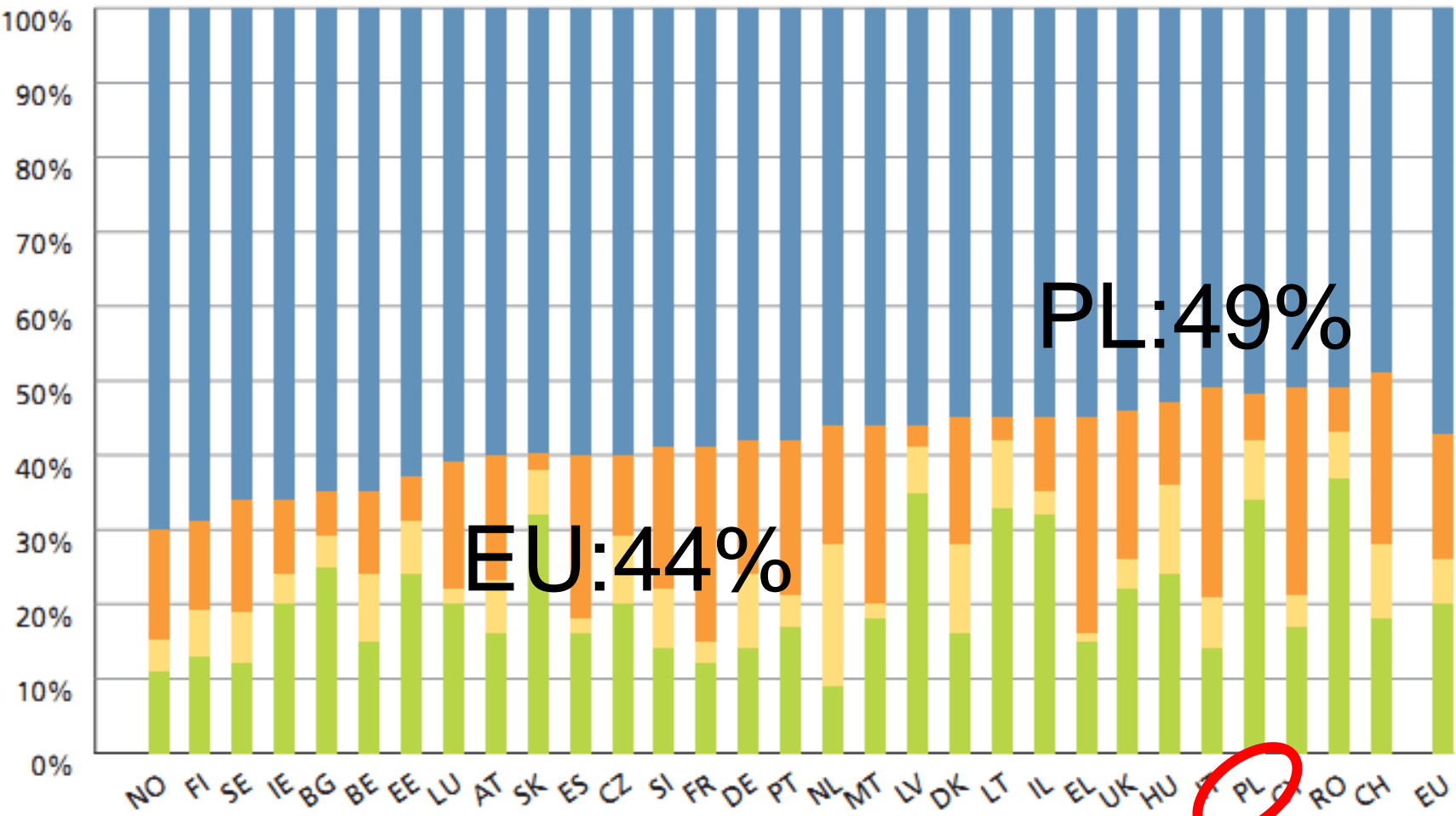
PL:49%

EU:44%

17%

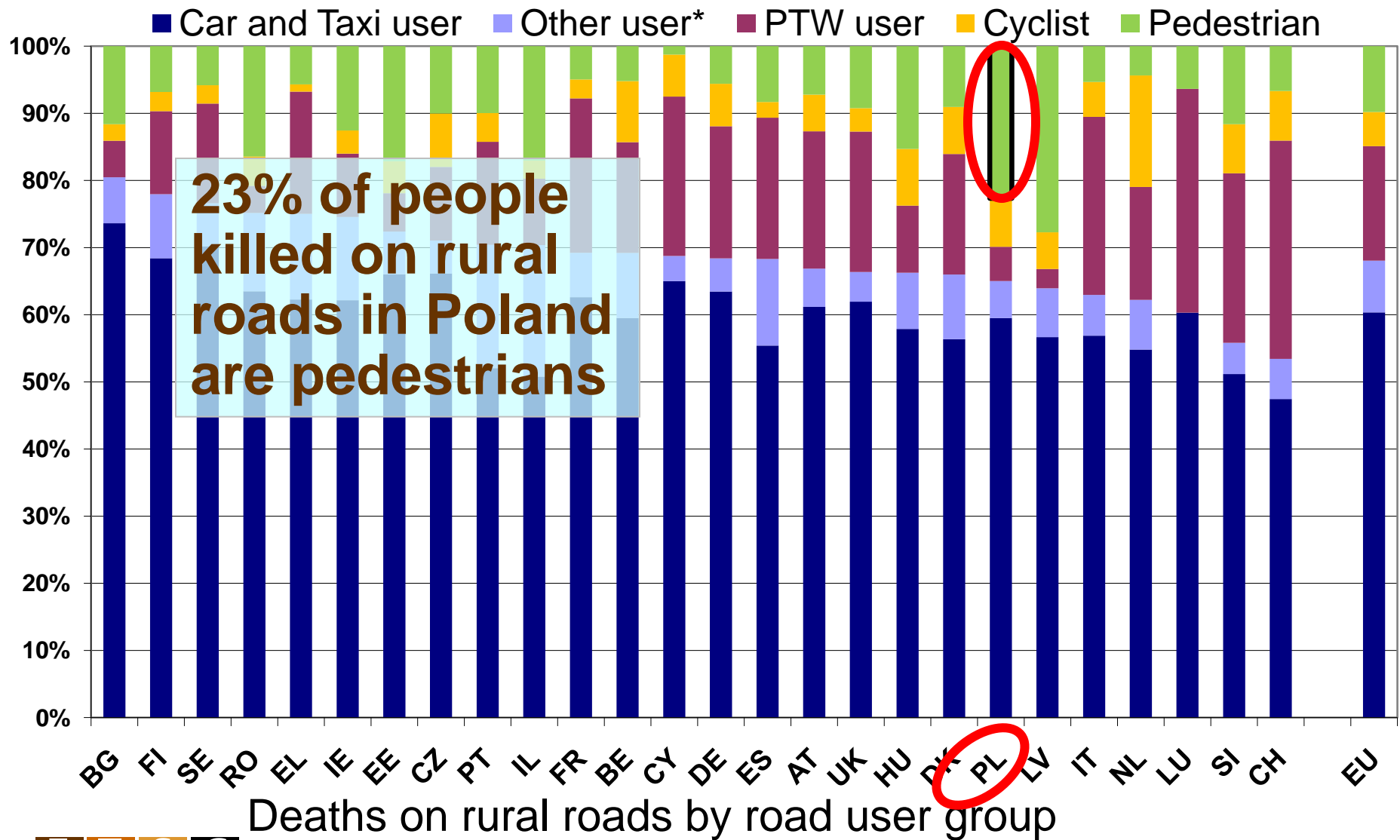
6%

20%



Other road users PTW riders Cyclists Pedestrians

32% of people killed on rural roads are vulnerable road user



Deaths on rural roads by road user group (2007-2009 average).

Three main solutions in SE for enhanced safety on rural roads

1. 4000 km middle barriers (mainly “2+1-roads”) for roads limited to 100km/h
2. A modern speed camera system on roads limited to 70-90km/h with high traffic volumes
3. Speed limits adjusted to road safety standard



Recommendations to Poland I

- Develop a new road safety programme for the years 2011-2020 and consistently implement the measures.
- Adopt a results-focused approach to managing road safety and monitor interim indicators on the main risk factors.
- Use knowledge to drive decisions about resource allocation for prevention initiatives.
- Allocate a budget amount that reflects that road safety is a priority of the Polish government.
- High-level political commitment is required.
- Strengthen cooperation among the key government agencies and with non-governmental actors and road safety scientists.

Recommendations to Poland II

Priorities based on Main Risk Factors and Analysis of Safety Indicators

- Reverse decision on 140km/h on highway– more speed enforcement (fixed and mobile checks).
- Increase breath testing and intro alcolocks for recidivists and commercial drivers.
- Link seat belt campaigns to tough Police checks
- Implement the Infrastructure Safety Directive and build capacity to run the regular audits and inspections, apply principles to rural roads.

To know more....

- ETSC (2011), 5th PIN Report,
<http://www.etsc.eu/PIN-publications.php>

To come:

- PIN Flash deaths among young people (Autumn 2011)
- PIN Talk in Poland (date to be confirmed)

www.etsc.eu/PIN

Thank you for your attention