

# Road Safety In Europe according to Polish condition

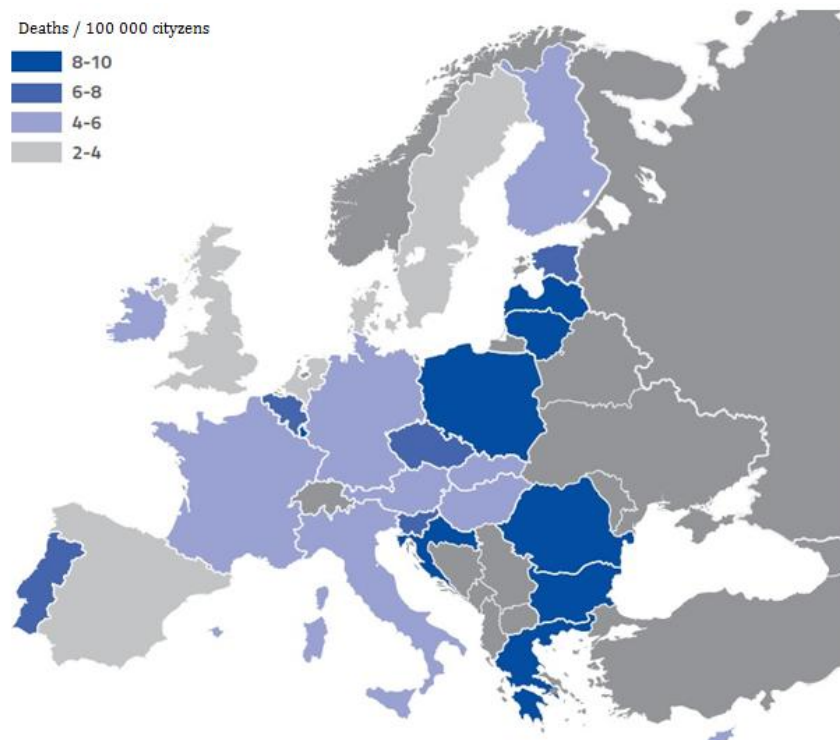
Safety and development are two basic dimensions of the existence of individuals and entire communities, including single states or international organizations. These two dimensions must cooperate together. Without safety we can not dream of social development.

Poland has actually extremely difficult task to do. Needs to raise the level of road safety to the average level recorded in other EU countries. The experience of countries which has the best results in the area of road safety shows that high results can only be achieved through a combination of dynamic development of road infrastructure and successful safety management - raising the awareness of all road users, initiating new and enforce existing regulations, improving rescue system and monitoring of actions.

## 1.1 Poland against EU countries

Since the EU enlarge to the countries of Central and Eastern Europe have passed over 10 years, and still the level of road safety in each European countries is very diverse. Many countries have not coped with high road safety regulations. On the one hand, lack of system solutions, on the other - social pressure, able to influence government decision. Another important factor are also still existing socio-economic and cultural disparities. The differences of risk in road traffic in the countries of Central/Eastern Europe and Western Europe, as illustrated in the map below.

Picture 1. Demographic ratio deaths / 100 thousand. residents in the European Union in 2013.



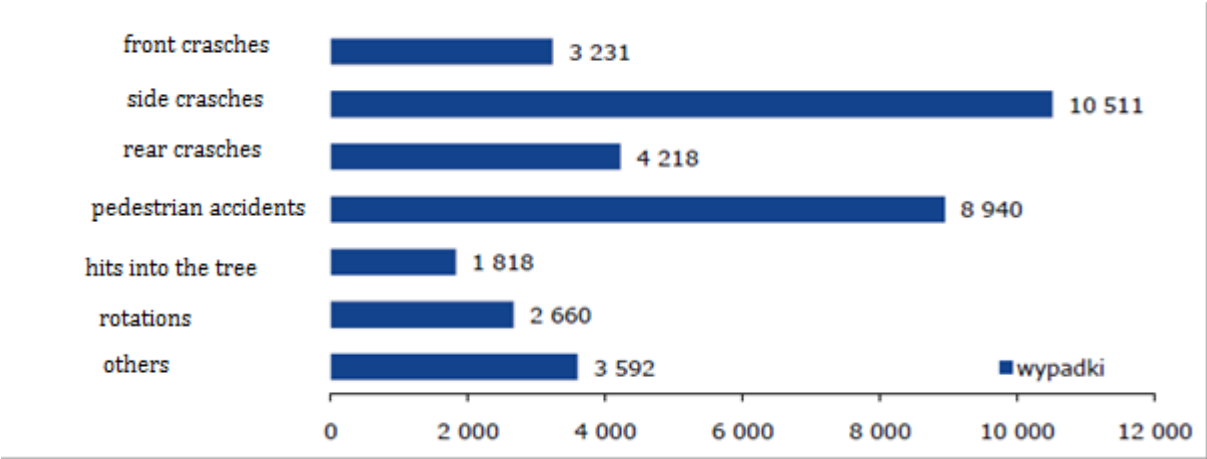
Among the countries with the highest risk of life and health in road traffic is also Poland. Since 2004, the risk of death in a road accident decreased in Poland to the number of 9 deaths / 100,000, which means that we have reached the average level of the European Union in 2004. Nowadays, the European average is approx 5 and it makes Poland almost twice distance to overcome. In a similar situation are Countries as: Croatia, Bulgaria, Latvia, Lithuania and Romania.

A chance to solve this problem is the implementation of the National Program for Road Safety 2013-2020, which main aim is: no more than 2,000 traffic fatalities in 2020. Its achievement will mean getting the rate of 5 per 100 thousand killed residents, that is the current level of Finland or France

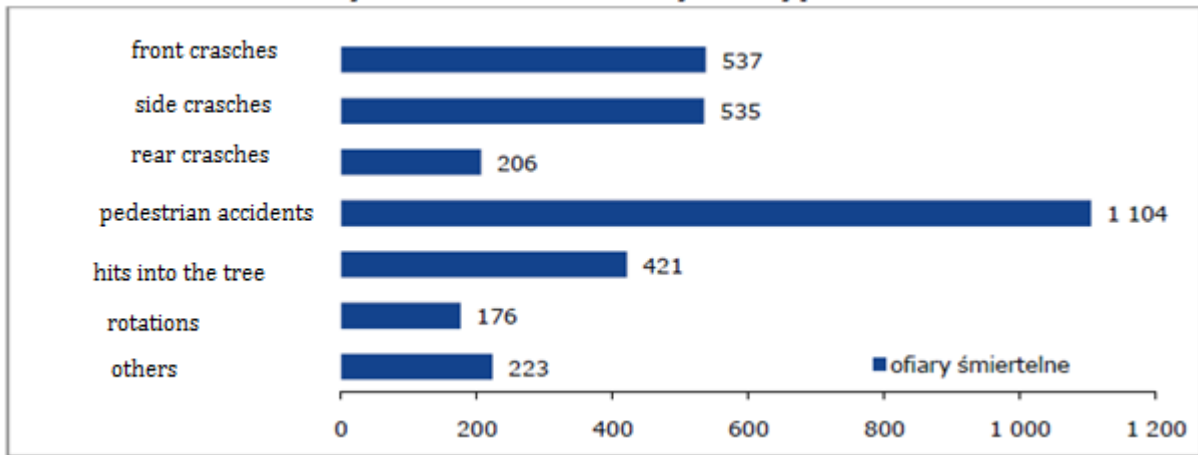
### 1.2 General Information

Poland has an area of approx. 312 000 square kilometers inhabited by nearly 39 million people, number of vehicles registered in Poland is nearly 26 million. It is easy to calculate that only 1 of 3 Pole does not have a car. Total length of public roads ≈ 416 000 km which condition is sometimes far away from accepted standards. Can not forget about pedestrians who are also fully participants on the road. In such intensive traffic it is not difficult for accidents. Below are a few charts of the National Council of Road Safety from 2014. Illustrating number of accidents and the changing trends over the years.

Picture 2. Types and number of Road accidents In 2014.



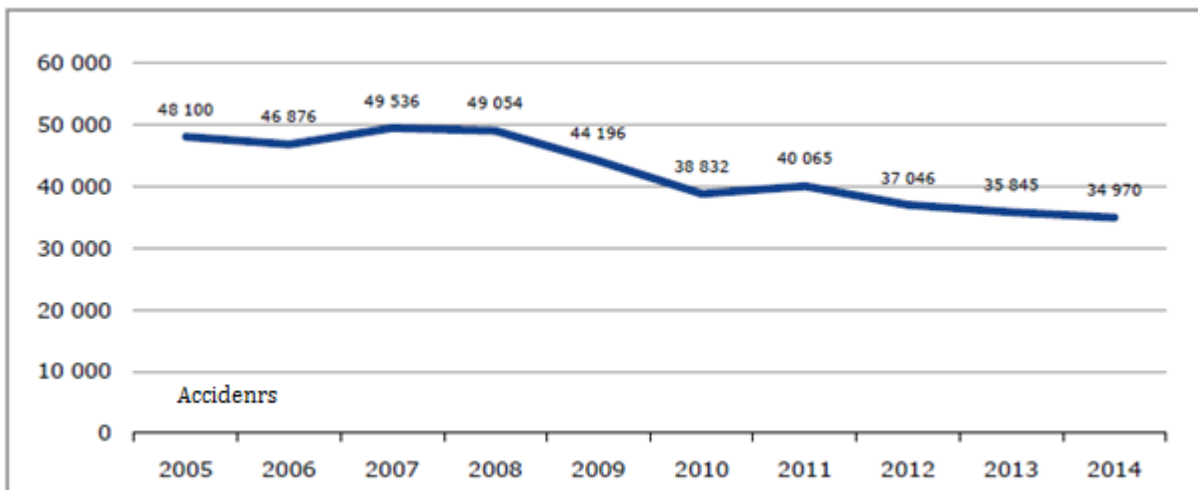
Picture 3. Accidents with death effect In 2014.



## 1.2 Trends in the years 2005-2014

Despite still higher western results, number of accidents and mortality of people on Polish roads every year gradually decrease. These results are shown in the following graph.

Picture 4. Accidents in 2005 – 2014



Over the last fifteen years, number of deaths in traffic accidents in Poland, was nearly 100,000 people and almost 1 million people got injured. Only in 2004 on the road accidents died nearly 6,000 people and more than 64,000 were injured. In Poland, the risk of death among the collision participants is still four times higher than in EU countries.

Road accidents in Poland are still not enough important problem, despite this number of road accident victims systematically decrease. We can observe increased activity of Polish experts in the international arena, and quite a large number of measures taken in favor of road safety.