



# European Road Safety Observatory

National Road Safety Profile - Poland

This document is part of a series of 30 country profiles: one for each member of the EU 27 and three EFTA countries (Iceland, Norway and Switzerland). The purpose of this series is to provide tables and figures that give an overview of the road safety situation in a specific country. The tables and figures are organized according to a pyramid of road safety information: (1) road safety outcomes, (2) road safety performance indicators, (3) road safety programmes and measures, and (4) structure and culture.

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## 1 Highlights

### **Road safety outcomes**

- In 2020 a total of 2,491 people were killed in reported traffic accidents in Poland.
- Poland is 4th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants. Over the past twenty years this rate has decreased, although not enough to close the gap with the EU average.
- Compared to the EU average, the distribution of fatalities in Poland shows a relatively high proportion of pedestrians and fatalities on wet roads. The proportion of senior people (aged 65 and over) on the other hand is much smaller.
- Reflecting the large increase of motorways in Poland, there has been a strong increase in the number of fatalities on motorways over the past ten years.

### **Road safety performance indicators**

- Self-reported talking on a hand-held phone while driving is much higher in Poland than in other European countries.
- Poland has one of the lowest self-reported frequencies in relation to drink-driving compared to other European countries.
- The Polish road infrastructure is characterized by high road density, except for motorways. Its quality is perceived as relatively low compared to other EU countries.

### **Road safety policy and measures**

- Enforcement is more widely perceived as effective in comparison to other countries.
- Self-reported alcohol checks are higher than the European average.

## 2 Road Safety Outcomes

### 2.1 General risk in traffic

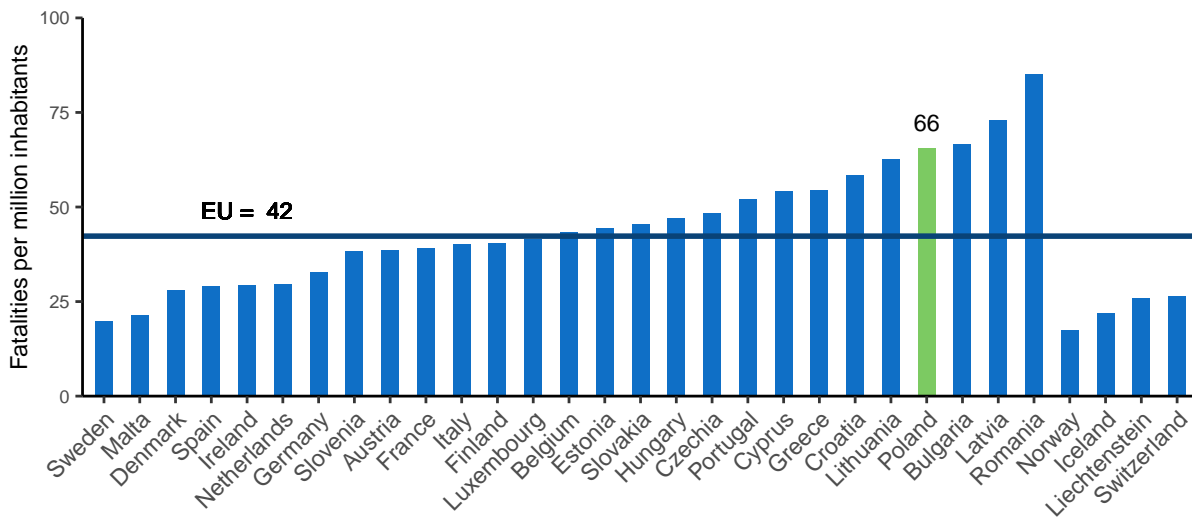
In Poland, a total of 2,491 people were killed in reported traffic accidents in 2020. In terms of mortality rate, there were 66 road fatalities per million inhabitants, which is one of the highest mortality rates in the European Union. Since 2001, the mortality rate in Poland has gradually declined, although not enough to close the gap with the EU average. Taking into account the number of vehicles, Poland is just above the EU average with a rate of 0.8 fatalities per 10,000 registered vehicles.

The number of fatalities in Poland has decreased sharply between 2011 and 2015 and remained stable between 2015 and 2019. This trend is broadly similar to the trend that is observed for the EU as a whole. The number of serious injuries decreased by 23% over the same period. In most EU countries the numbers of fatalities and serious injuries fell between 2019 and 2020. The COVID pandemic and the associated restrictions in mobility undoubtedly led to a reduction in the number of casualties though the extent to which this was the case is not known.

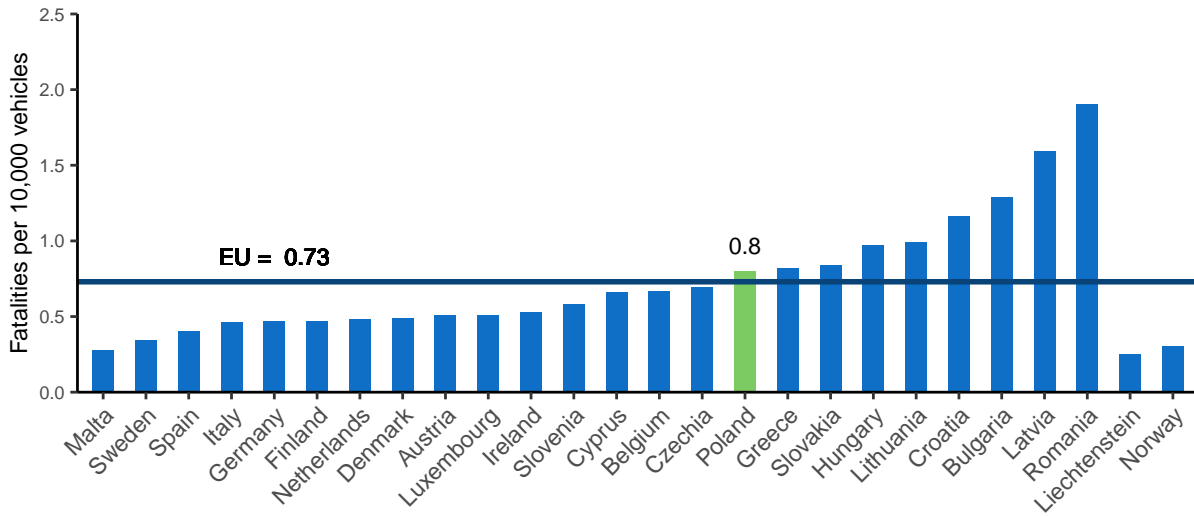
**Table 1.** Number of road fatalities and serious injuries (2010 and 2020). Source: CARE

	2010	2020	Trend	EU 2010	EU 2020	EU trend
<b>Fatalities</b>	3,908	2,491	-36%	29611	18834	-36%
<b>Serious injuries</b>	11,491	8,805	-23%	/	/	/

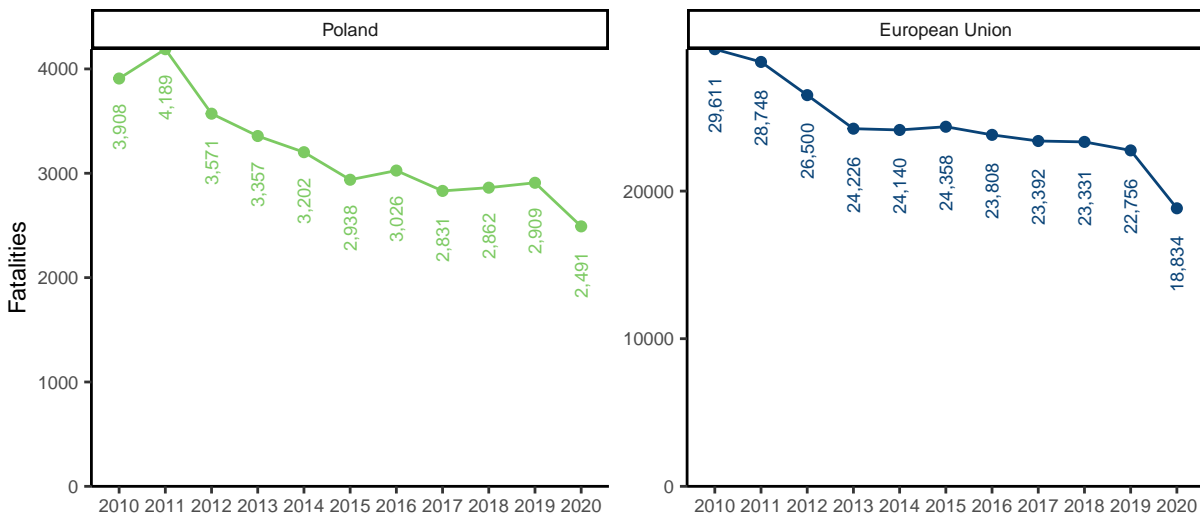
**Figure 1.** Number of road fatalities per million inhabitants (2020). Source: CARE & EUROSTAT

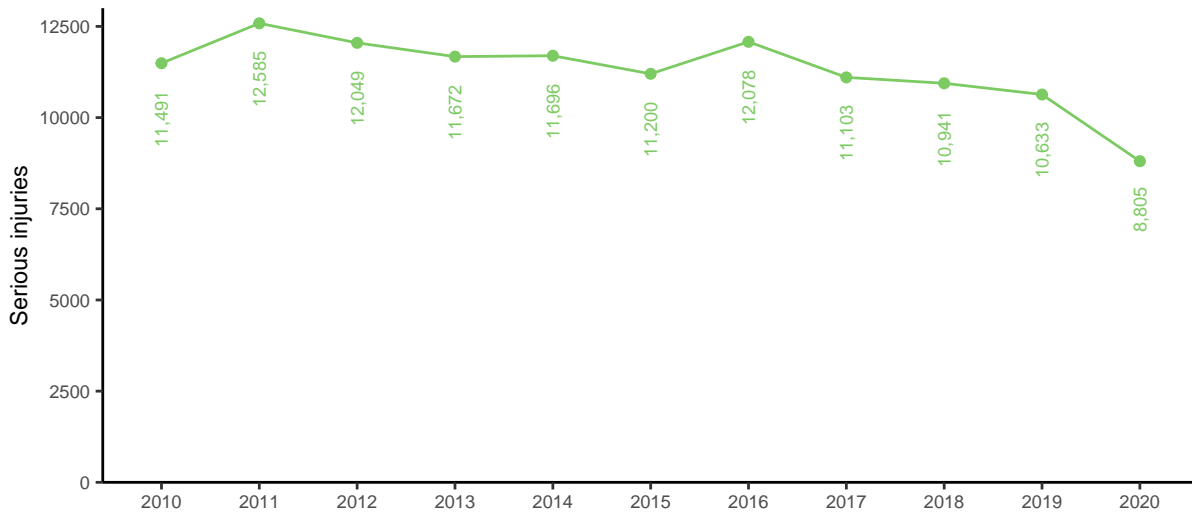
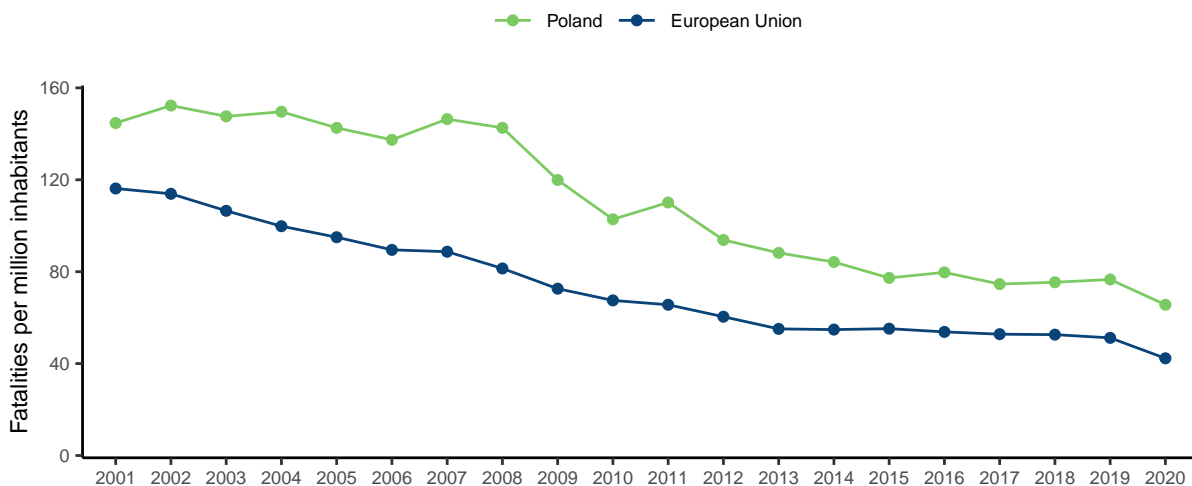


**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2020). Source: CARE & EUROSTAT



**Figure 3.** Number of road fatalities (2010-2020). Source: CARE



**Figure 4.** Number of serious injuries (2010-2020). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2020). Source: CARE & EUROSTAT

## 2.2 Transport modes<sup>1</sup>

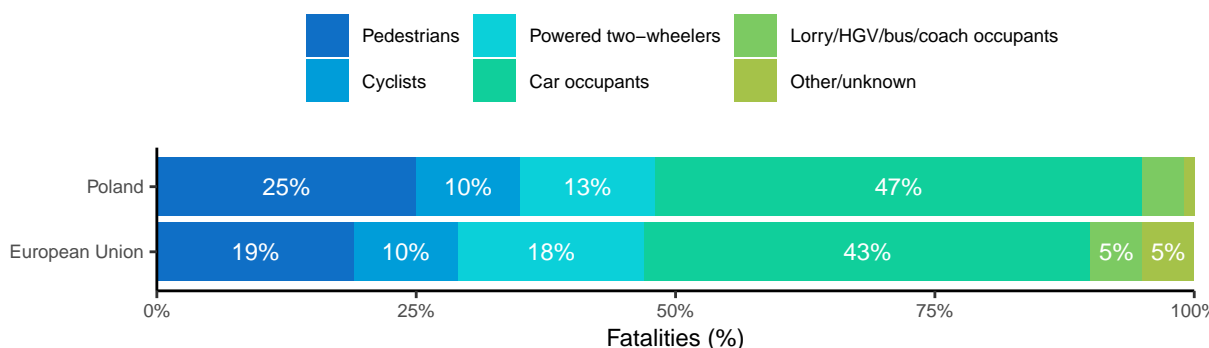
In 2020, pedestrians accounted for 25% of road traffic fatalities in Poland. This percentage is higher than that for the European Union as a whole (19%). Over the past ten years there has been a decrease in the number of fatalities in Poland for all modes. The most favourable trend was related to pedestrians, with the number of fatalities falling by more than 40%, which is significantly higher than the decrease in the European Union as a whole. Over the same period, the number of serious injuries in Poland showed an increase for cyclists.

Of all vulnerable road users (pedestrians, cyclists and powered two wheelers) in Poland that were fatally injured, 67% were involved in a crash with a car, and 12% were involved in a crash with a lorry or a heavy goods vehicle. Over the past ten years, these numbers have dropped more substantially than in the European Union.

<sup>1</sup>For more details about the categories used in this subsection, please see section 6.2 Definitions.

There has been a decrease in the number of fatalities in single vehicle crashes (i.e. only one vehicle and no other road user is involved) for all modes.

**Figure 6.** Number of road fatalities by transport mode (2020). Source: CARE



**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Pedestrians</b>	1267	742	-41%	5,793	4,328	-25%
<b>Cyclists</b>	298	264	-11%	2,023	1,971	-3%
<b>Powered two-wheelers</b>	355	337	-5%	5,057	3,940	-22%
<b>Car occupants</b>	1788	1,262	-29%	13,309	9,597	-28%
<b>Lorries, under 3.5t</b>	/	80	/	898	732	-18%
<b>Heavy goods vehicles</b>	/	31	/	590	378	-36%
<b>Bus/coach occupants</b>	15	13	/	102	88	-14%
<b>Other/unknown</b>	39	25	/	1,116	837	/
<b>Total</b>	3889	2,754	-29%	28,286	21,640	-23%

**Table 3.** Average number of serious injuries by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Pedestrians</b>	3357	2,361	-30%
<b>Cyclists</b>	1082	1,352	+25%
<b>Powered two-wheelers</b>	1478	1,453	-2%
<b>Car occupants</b>	5441	4,293	-21%
<b>Lorries, under 3.5t</b>	/	250	/
<b>Heavy goods vehicles</b>	/	81	/
<b>Bus/coach occupants</b>	191	186	-3%
<b>Other/unknown</b>	142	151	/
<b>Total</b>	12042	10,126	-16%

**Table 4.** Average number of fatalities among vulnerable road users (pedestrians, cyclists and mopeds) involved in crashes involving cars, buses or coaches, and lorries or heavy goods vehicles (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Crashes involving buses or coaches</b>	44	24	-45%	258	173	-33%
<b>Crashes involving cars</b>	1,190	779	-35%	5,507	4,306	-22%
<b>Crashes involving lorries or heavy goods vehicles</b>	283	206	-27%	1,721	1,321	-23%

**Table 5.** Average number of road fatalities in urban areas by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Pedestrians</b>	824	496	-40%	3,944	3,079	-22%
<b>Cyclists</b>	160	144	-10%	1,113	1,125	+1%
<b>Powered two-wheelers</b>	201	159	-21%	2,200	1,562	-29%
<b>Car occupants</b>	565	337	-40%	2,883	2,109	-27%
<b>Lorries, under 3.5t</b>	/	13	/	149	137	-8%
<b>Heavy goods vehicles</b>	/	4	/	82	36	-56%
<b>Bus/coach occupants</b>	4	4	/	24	36	+50%
<b>Other/unknown</b>	21	13	/	219	254	/
<b>Total</b>	<b>1808</b>	<b>1,171</b>	<b>-35%</b>	<b>10,803</b>	<b>8,406</b>	<b>-22%</b>

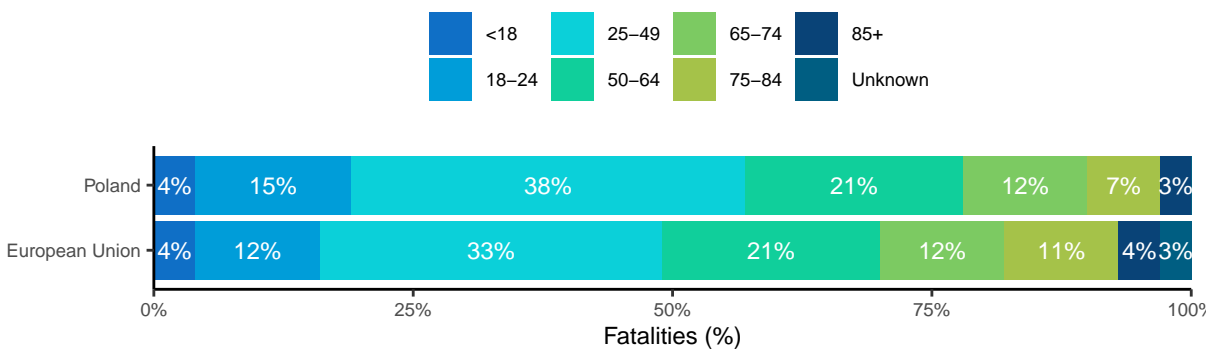
**Table 6.** Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Cyclists</b>	12	12	/	299	400	+34%
<b>Powered two-wheelers</b>	119	103	-13%	1,746	1,429	-18%
<b>Car occupants</b>	757	554	-27%	5,905	4,187	-29%
<b>Lorries, under 3.5t</b>	/	18	/	365	271	-26%
<b>Heavy goods vehicles</b>	41	10	/	241	143	-41%
<b>Bus/coach occupants</b>	2	4	/	40	33	-18%
<b>Other/unknown</b>	23	13	/	327	309	/
<b>Total</b>	<b>954</b>	<b>714</b>	<b>-25%</b>	<b>8,923</b>	<b>6,772</b>	<b>-24%</b>

### 2.3 Age

The distribution of road fatalities across age groups in Poland is similar to that for the European.

Over the past ten years the number of fatalities increased considerably for the people aged 85 and older while there is significant decrease for the youngest age groups. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole.

**Figure 7.** Number of road fatalities by age group (2020). Source: CARE



**Table 7.** Average number of road fatalities by age group (2010-2012 and 2018-2020). Source: CARE

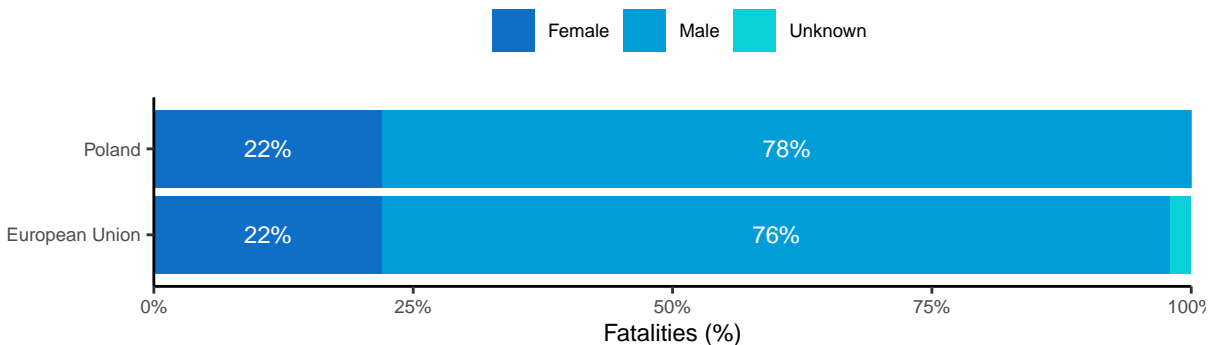
	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<18	206	111	-46%	1,503	918	-39%
18-24	660	377	-43%	4,398	2,589	-41%
25-49	1,442	1,040	-28%	10,457	7,311	-30%
50-64	881	581	-34%	5,273	4,605	-13%
65-74	317	333	+5%	2,730	2,627	-4%
75-84	303	218	-28%	2,775	2,414	-13%
85+	56	86	+54%	882	1,075	+22%
Unknown	23	9	/	738	360	/
<b>Total</b>	<b>3,889</b>	<b>2,754</b>	<b>-29%</b>	<b>28,286</b>	<b>21,640</b>	<b>-23%</b>

**Table 8.** Average number of serious injuries by age group (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<18	1,522	925	-39%
18-24	2,283	1,448	-37%
25-49	4,478	4,091	-9%
50-64	2,221	1,972	-11%
65-74	799	1,004	+26%
75-84	613	524	-15%
85+	91	146	+60%
Unknown	34	15	/
<b>Total</b>	<b>12,042</b>	<b>10,126</b>	<b>-16%</b>

## 2.4 Gender

The high proportion of males among total road fatalities in Poland (78%) is similar to the EU average. This gender pattern apparent throughout the EU can be explained by differences in relation to frequency of transport mode and behaviour. In recent years, this gap between men and woman has decreased gradually in Poland.

**Figure 8.** Number of road fatalities by gender (2020). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Female</b>	899	659	-27%	6,655	4,960	-25%
<b>Male</b>	2,982	2,092	-30%	21,519	16,659	-23%
<b>Unknown</b>	9	3	/	1,310	254	/
<b>Total</b>	<b>3,889</b>	<b>2,754</b>	<b>-29%</b>	<b>28,286</b>	<b>21,640</b>	<b>-23%</b>

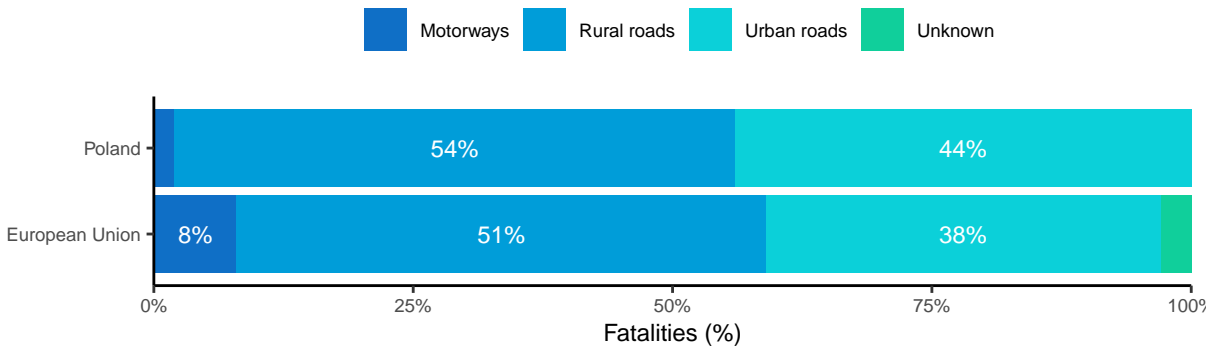
**Table 10.** Average number of serious injuries by gender (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Female</b>	4,343	3,832	-12%
<b>Male</b>	7,689	6,289	-18%
<b>Unknown</b>	10	5	/
<b>Total</b>	12,042	10,126	-16%

## 2.5 Area

Similar to the EU average, the majority of road fatalities in Poland occurred on rural roads (54%). The proportion of fatalities on motorways on the other hand is much lower than the EU average.

Over the past ten years Poland has seen a particularly unfavourable trend in the number of fatalities and serious injuries on motorways, while the EU average has declined. This trend is mostly due to the large increase in motorways in Poland (almost doubled between 2010 and 2020).

**Figure 9.** Number of road fatalities by road type (2020). Source: CARE**Table 11.** Average number of road fatalities by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Motorway</b>	36	59	+64%	2,072	1,812	-13%
<b>Rural</b>	2045	1524	-25%	15,280	11,430	-25%
<b>Urban</b>	1808	1171	-35%	10,803	8,406	-22%
<b>Unknown</b>	/	/	/	908	543	/
<b>Total</b>	3889	2754	-29%	28,286	21,640	-23%

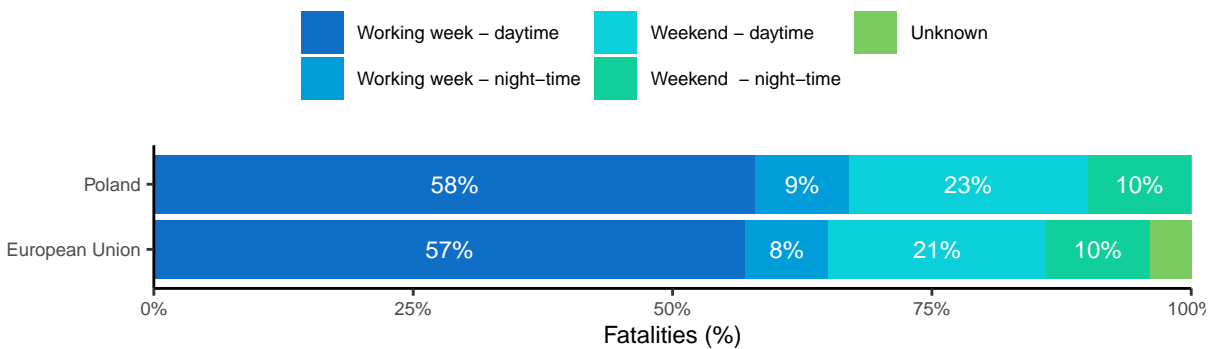
**Table 12.** Average number of serious injuries by road type (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend
<b>Motorway</b>	75	165	+120%
<b>Rural</b>	3939	3264	-17%
<b>Urban</b>	8028	6697	-17%
<b>Unknown</b>	/	/	/
<b>Total</b>	12042	10126	-16%

## 2.6 Time <sup>2</sup>

The distribution of fatalities by day of the week and time of the day is very similar to that for the European Union, with the majority of fatalities occurring in the daytime during the working week. Furthermore, both Poland and the European Union show a more favourable trend regarding night-time fatalities (both during the week and at weekends).

**Figure 10.** Number of road fatalities by period of time (2020). Source: CARE



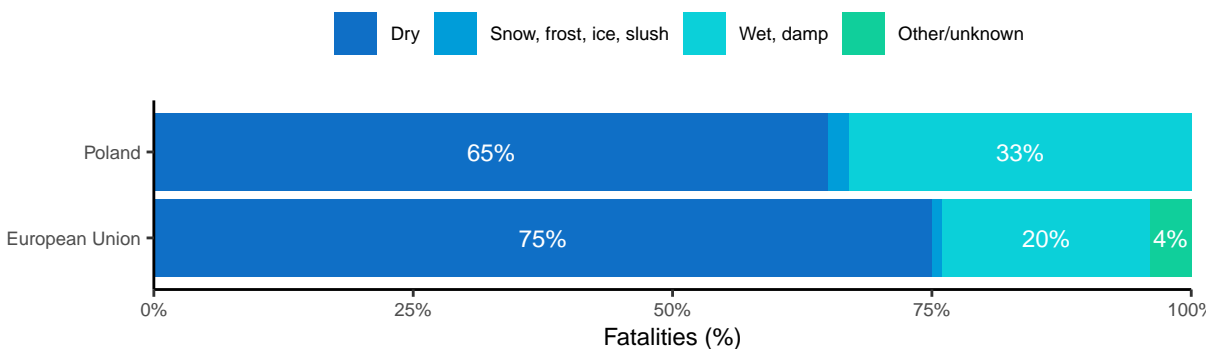
**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Working week - daytime</b>	2157	1573	-27%	15,495	12,506	-19%
<b>Working week - night-time</b>	368	237	-36%	2,573	1,848	-28%
<b>Weekend - daytime</b>	871	650	-25%	6,383	4,974	-22%
<b>Weekend - night-time</b>	493	294	-40%	3,549	2,327	-34%
<b>Unknown</b>	/	/	/	4,226	562	/
<b>Total</b>	3889	2754	-29%	28,286	21,640	-23%

## 2.7 Road conditions

In 2020, one third of road fatalities in Poland occurred on wet roads, which is higher than in the European Union as a whole (20%). Regarding light conditions, over one third of fatalities in Poland occur when it is dark, which is slightly more than the EU average.

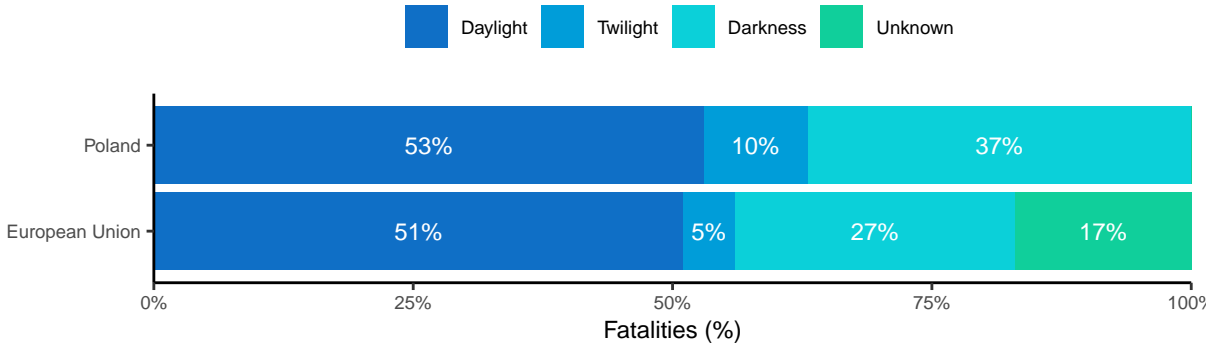
**Figure 11.** Number of road fatalities by surface conditions (2020). Source: CARE



<sup>2</sup>For more details about the time periods used in this subsection, please see section 6.2 Definitions.

**Table 14.** Average number of road fatalities by surface conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Dry</b>	2,726	1,861	-32%	21,101	16,582	-21%
<b>Snow, frost, ice, slush</b>	234	73	-69%	988	362	-63%
<b>Wet, damp</b>	1,072	816	-24%	5,638	4,328	-23%
<b>Other/unknown</b>	1,206	5	/	2,486	580	/
<b>Total</b>	3,889	2,754	-29%	28,286	21,640	-23%

**Figure 12.** Number of road fatalities by light conditions (2020). Source: CARE**Table 15.** Average number of road fatalities by light conditions (2010-2012 and 2018-2020). Source: CARE

	2010 - 2012	2018 - 2020	Trend	EU 2010 - 2012	EU 2018 - 2020	EU trend
<b>Darkness</b>	1556	992	-36%	8,922	6,275	-30%
<b>Daylight</b>	1968	1512	-23%	13,717	11,235	-18%
<b>Twilight</b>	366	250	-32%	1,499	1,156	-23%
<b>Unknown</b>	/	/	/	5,326	3,729	/
<b>Total</b>	3889	2754	-29%	28,286	21,640	-23%

### 3 Road safety performance indicators

#### 3.1 Behaviour of road users

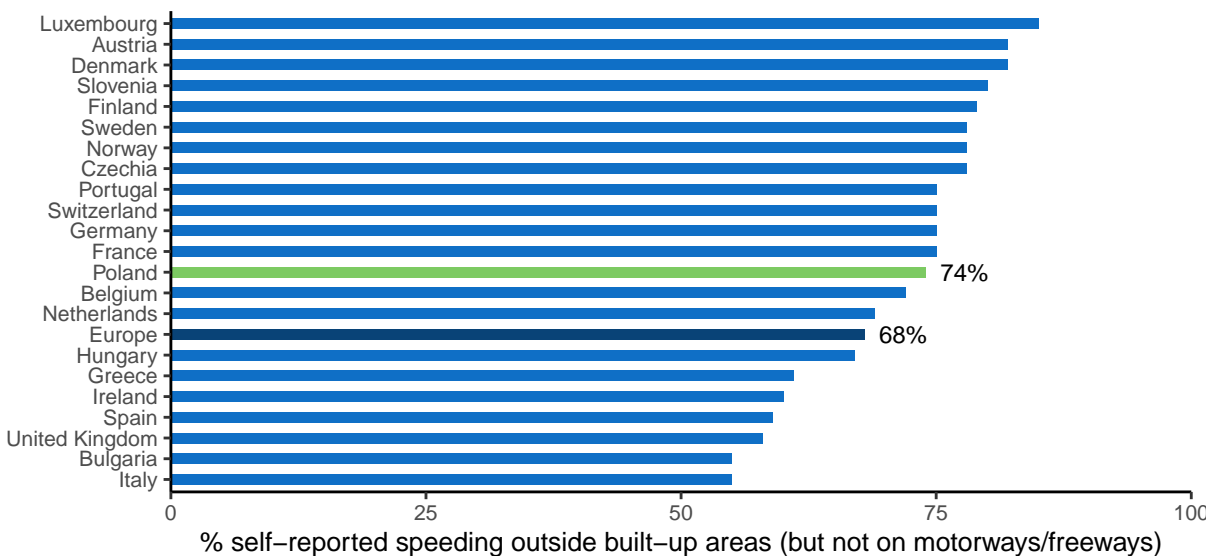
Most of the road safety performance indicators regarding behaviour that are currently available are based on self-reported behaviour. Poland performs worse than the European average in relation to speeding, wearing a helmet as a cyclist, wearing a seatbelt in the back and distracted driving. Especially the percentage self-reported talking on a handheld phone while driving is much higher than in most European countries. On the other hand, Poland has one of the best scores in Europe for driving under the influence of alcohol.

New road safety performance indicators based on roadside observations, have been estimated in the framework of the EU Baseline-project. The values should be available from early 2023 via this link<sup>3</sup>. For Poland the KPIs regarding behaviour in traffic that are produced in the Baseline-project are:

- Speeding: % of vehicles travelling within the speed limit;
- Use of seatbelts and child restraint systems: % of vehicle occupants using the safety belt or child restraint system correctly;
- Use of protective helmets: % of riders of powered two-wheelers and bicycles wearing a protective helmet;
- Driving under the influence: % of drivers driving within the legal limit for blood alcohol content (BAC);
- Distraction: % of drivers not using a handheld mobile device.

##### 3.1.1 Speeding

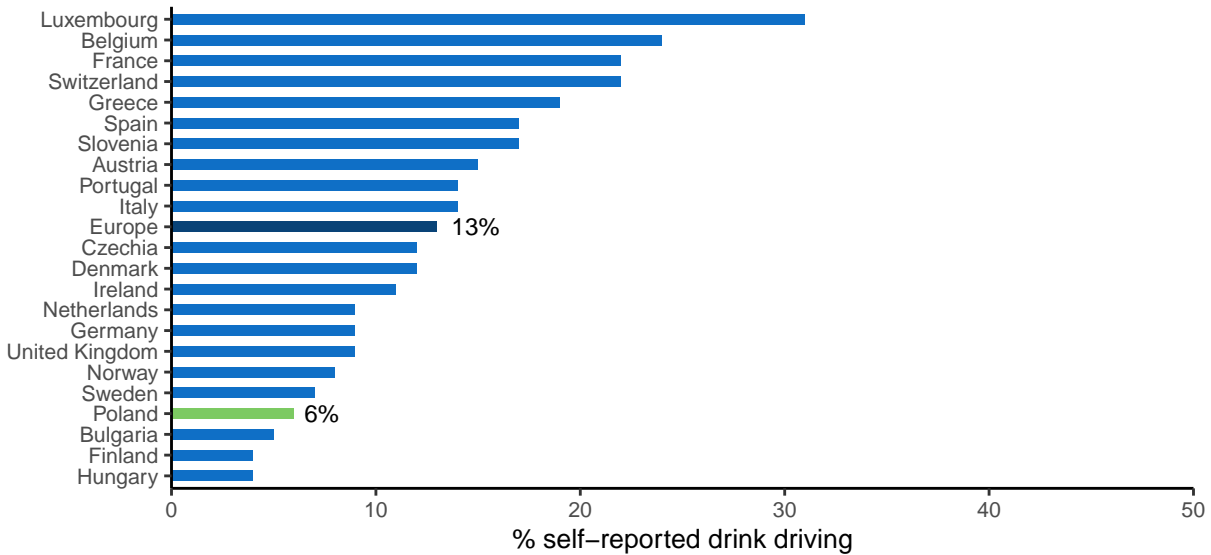
**Figure 13.** Percentage of car drivers that say they have driven faster than the speed limit outside built-up areas (but not on motorways/freeways) at least once in the last 30 days. Source: ESRA (2018)



<sup>3</sup><https://baseline.vias.be/>

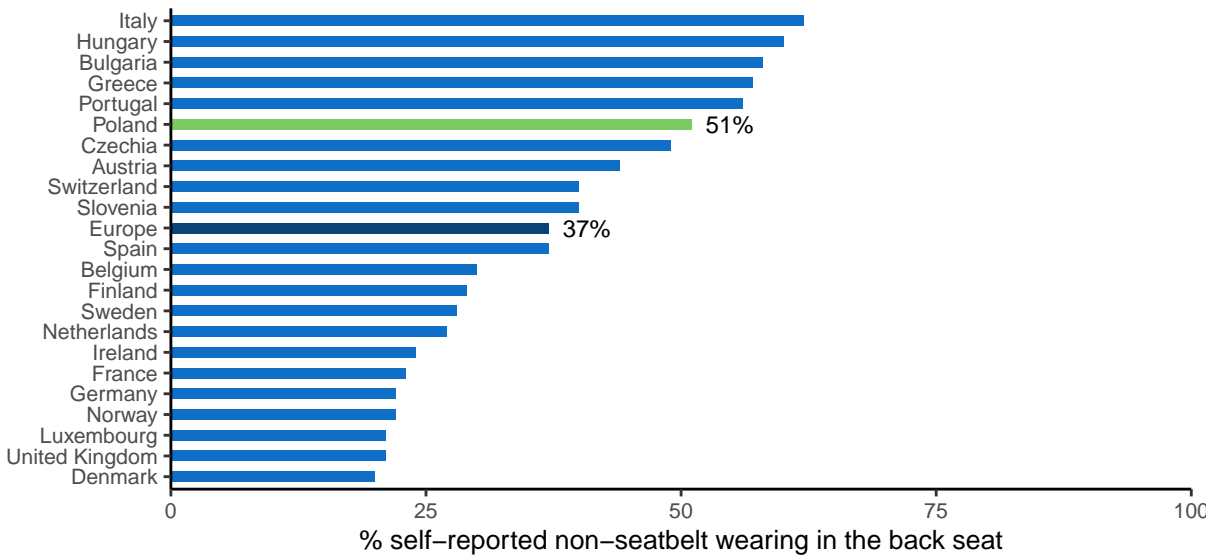
### 3.1.2 Driving under the influence

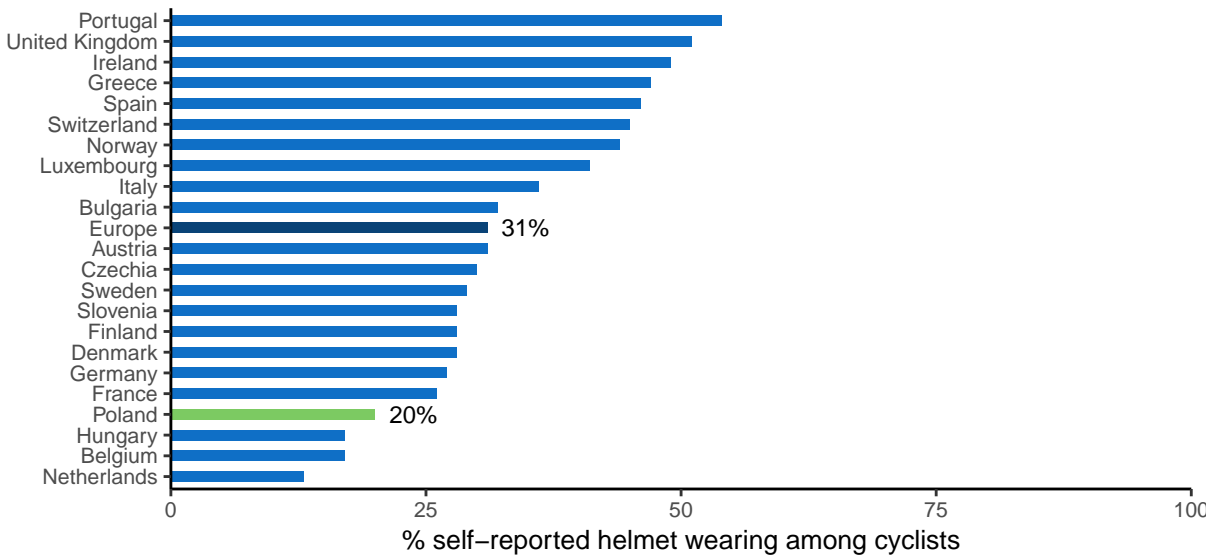
**Figure 14.** Percentage of car drivers that say they have driven at least once in the last 30 days when they may have been over the legal limit for drinking and driving. Source: ESRA (2018)



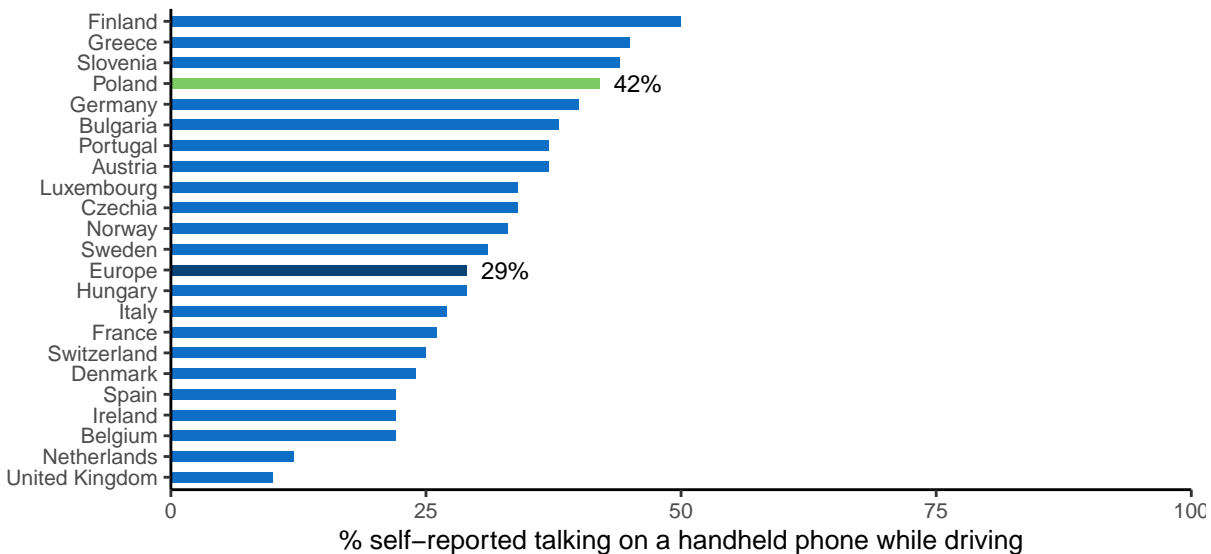
### 3.1.3 Use of protective systems

**Figure 15.** Percentage of car passengers that say they drove at least once in the last 30 days without wearing a seat belt in the rear seat. Source: ESRA (2018)



**Figure 16.** Percentage of cyclists that say they always cycled with a helmet in the last 30 days. Source: ESRA (2018)

### 3.1.4 Distraction

**Figure 17.** Percentage of car drivers that say they have at least once in the last 30 days talked on a hand-held mobile phone while driving. Source: ESRA (2018)

### 3.2 Infrastructure

The overall road network in Poland shows relatively high road density in comparison with the EU average. Motorway density on the other hand is much lower than the EU average. The indicator for the quality of road infrastructure is based on the judgements made by road users themselves. For Poland, a score of 4.3 (on a value scale from 1 to 7) is given, which is lower than most other countries.

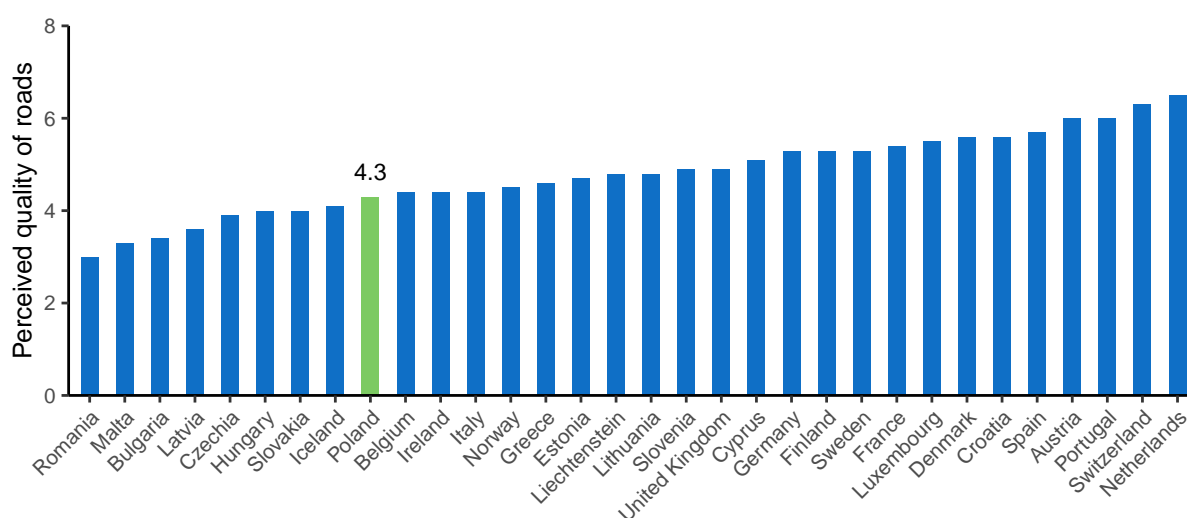
### 3.2.1 Road density

**Table 16.** Road density. Source: EUROSTAT (2020)

	Poland	European Union
<b>Inside built-up areas</b>	228 km road/1000 km <sup>2</sup>	150 km road/1000 km <sup>2</sup>
<b>Outside built-up areas</b>	1152 km road/1000 km <sup>2</sup>	607 km road/1000 km <sup>2</sup>
<b>Motorways</b>	5 km road/1000 km <sup>2</sup>	15 km road/1000 km <sup>2</sup>
<b>Total</b>	1385 km road/1000 km <sup>2</sup>	918 km road/1000 km <sup>2</sup>

### 3.2.2 Road quality

**Figure 18.** Perceived quality of the road infrastructure (1 = extremely poor, 7 = among the best in the world). Source: World Economic Forum, Executive Opinion Survey (2019)



### 3.3 Vehicle fleet

The size of the Polish vehicle fleet, expressed per 100 inhabitants, is slightly larger than the EU average. Regarding the age of the vehicles, Polish passenger cars appear to be significantly older than the EU average, with 40% passenger cars over 20 years.

**Table 17.** Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2020)

	Poland	European Union
<b>All vehicles (except trailers and motorcycles)</b>	78	64
<b>Total utility vehicles</b>	11	9
<b>Lorries</b>	9	7
<b>Road tractors</b>	1	1
<b>Trailers and semi-trailers</b>	5	4
<b>Motorcycles</b>	4	6
<b>Passenger cars</b>	66	56
<b>Motor coaches, buses and trolley buses</b>	0	0
<b>Special vehicles</b>	1	1



**Table 18.** Age of registered passenger cars. Source: EUROSTAT (2020)

	Poland	European Union
<b>Percentage of total number of passenger cars</b>		
<b>Less than 2 years</b>	5%	11%
<b>From 2 to 5 years</b>	6%	15%
<b>From 5 to 10 years</b>	10%	20%
<b>From 10 to 20 years</b>	38%	41%
<b>Over 20 years</b>	40%	12%

## 4 Road safety policy and measures

### 4.1 Legislation<sup>4</sup>

National road safety legislation in Poland generally reflects the situation in the majority of EU countries with some exceptions. The maximum speed on motorways is 140 km/h which is higher than in most countries (130 km/h) and the highest in the EU. The legislation regarding drink driving on the other hand is somewhat stricter than in most European countries: the general alcohol limit in Poland is 0.2 g/l while in the majority of EU countries the limit for the general population is 0.5 g/l.

**Table 19.** National road safety legislation. Source: WHO (2018)

	Poland	EU countries
<b>Speed limits for passenger cars</b>		
Urban roads	50 km/h	50 km/h: 27
Rural roads	90 km/h	80 km/h: 5; 90 km/h: 17; 100 km/h: 3; 110 km/h: 2
Motorways	140 km/h	No limit: 1; 140 km/h: 2; 130 km/h: 14; 120 km/h: 6; 100 km/h: 1
<b>Allowed BAC (blood alcohol concentration) levels</b>		
General population	0.2 g/l	0 g/l: 3; 0.2 g/l: 3; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 8; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 1; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 1; 0.5 g/l: 7; 0.8 g/l: 1
<b>Seatbelt requirement</b>		
Drivers	Yes	Yes: 27; No: 0
Front passengers	Yes	Yes: 27; No: 0
Rear passengers	Yes	Yes: 27; No: 0
<b>Transport of children</b>		
Child restraint required	Up to 150 cm	Up to 150 cm: 12; Up to 140 cm: 1; Up to 135 cm: 12; Up to 10 yrs: 1
Children in front seat of passenger cars	Allowed in a child restraint	Prohibited under 10 yrs: 1; Prohibited under 12 yrs or 135 cm: 1; Prohibited under 150 cm: 1; Prohibited under 135 cm: 1; Allowed in a child restraint: 22; Not restricted: 1
Children passengers on motorcycles	Not restricted	Not restricted: 9; Prohibited under certain age/height: 18
<b>Motorcycle helmets</b>		
Applies to driver	Yes	Yes: 27; No: 0
Applies to passengers	Yes	Yes: 27; No: 0
Applies to all roads	Yes	Yes: 27; No: 0
Applies to all engines	Yes	Yes: 25; No: 2
Helmet fastening required	No	Yes: 19; No: 8
Standard referred to and / or specified	Yes	Yes: 19; No: 8
<b>Mobile phone restriction</b>		
Applies to hand-held phone use	Yes	Yes: 26; No: 1
Applies to hands-free phone use	No	Yes: 0; No: 27

### 4.2 Enforcement

According to an international respondent consensus, in which the effectiveness of road safety enforcement is measured on a ten-point scale, Poland scores well above average for all legislation surveyed except for the enforcement of motorcycle helmet legislation. Furthermore, the self-reported frequency of alcohol checks in Poland is higher than the European average,

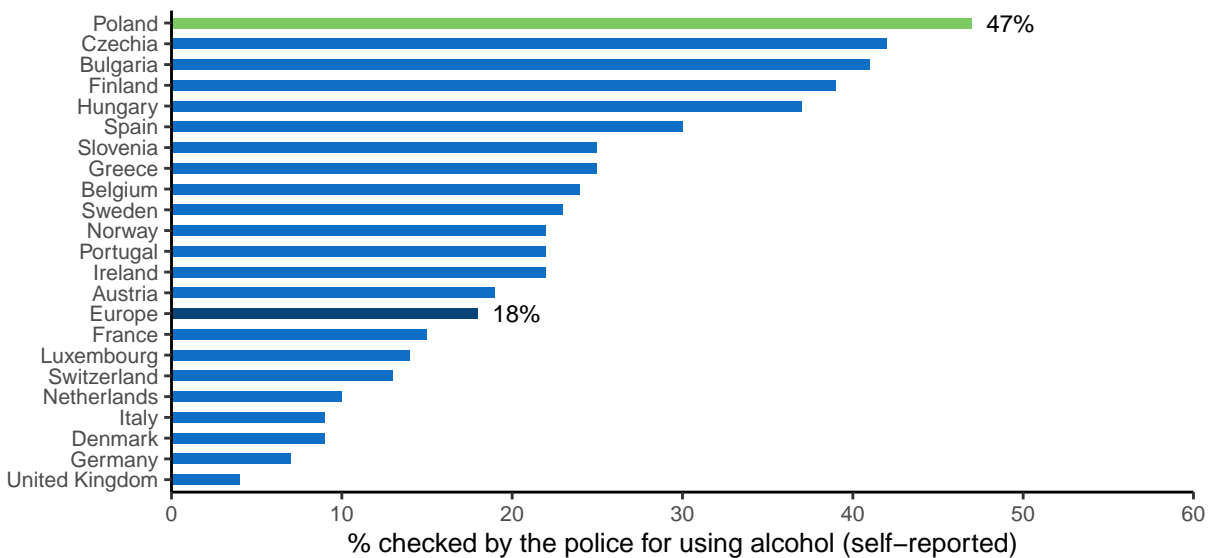
<sup>4</sup>Until the 1st June 2021, 60 km/h was allowed on urban roads from 11.00 p.m. till 5.00 a.m.

while Poland's rate of self-reported drink-driving is lower than the European average. The self-reported frequency of drug checks is in line with the EU average.

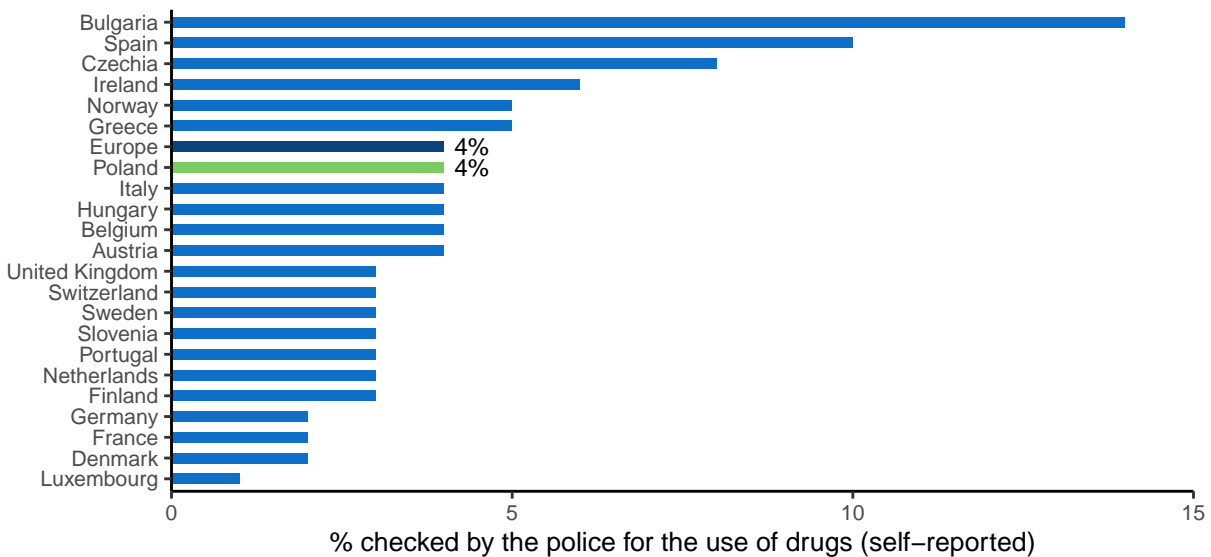
**Table 20.** Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	Poland	European average
<b>Speed legislation</b>	8	6.8
<b>Drink-driving legislation</b>	10	7
<b>Seatbelt legislation</b>	8	7
<b>Child restraint system legislation</b>	7	7
<b>Motorcycle helmet legislation</b>	7	8

**Figure 19.** Percentage of car drivers that say they have been checked by the police for using alcohol at least once over the past 12 months. Source: ESRA (2018)



**Figure 20.** Percentage of car drivers that say they have been checked by the police for the use of drugs at least once over the past 12 months. Source: ESRA (2018)



### 4.3 Road infrastructure

**Table 21.** Infrastructure-related policy. Source: WHO (2018)

	Poland	EU countries
<b>Audits or star rating required for new road infrastructure</b>	Partial	Yes: 10 Partial: 17
<b>Inspections / star rating of existing roads</b>	Yes	Yes: 26 No: 1
<b>Design standards for the safety of pedestrians / cyclists</b>	Yes	Yes: 25 Partial: 2 No: 0
<b>Investments to upgrade high risk locations</b>	Yes	Yes: 21 No: 6
<b>Policies &amp; investment in urban public transport</b>	Yes	Yes: 24 No: 3
<b>Policies promoting walking and cycling</b>	Yes	Yes: 21 Subnational: 3 No: 3

### 4.4 Post-crash care

**Table 22.** Policy related to post-crash care. Source: WHO (2018)

	Poland	EU countries
<b>Trauma registry</b>	None	National: 13 Subnational: 4 Some facilities: 0 None: 7
<b>National assessment of emergency care system</b>	No	Yes: 9 No: 18
<b>Provider training and certification - Prehospital providers - Formal certification pathway</b>	No	Yes: 19 No: 6
<b>Provider training and certification - Nurses - Post graduate courses in emergency and trauma care</b>	Yes	Yes: 21 No: 5
<b>Provider training and certification - Specialist doctors - Emergency medicine</b>	Yes	Yes: 21 Subnational: 0

## 5 Structure and culture

### 5.1 Country characteristics

Population density in Poland is above the EU average, and its population is mainly settled in rural areas. Its GDP per capita is below that of the European Union but the unemployment rate is lower.

**Table 23.** Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Poland
<b>Population-related data (2021)</b>		
Population (2021)	447218763	37840001
Population density (inhabitants/km <sup>2</sup> )	106	121
% Children (0-14)	15%	16%
% Adults (15-64)	64%	66%
% Elderly (65+)	21%	19%
<b>Urbanization (2021)</b>		
% living in cities	39%	35%
% living in suburbs and towns	35%	28%
% living in rural areas	26%	37%
<b>Economic data</b>		
GDP per capita (EUR, 2021)	32438.4	15189.5
Unemployment rate (2021)	7%	3%
% GDP dedicated to road spending (2020)	0.7%	0.7%

### 5.2 Structure of road safety management

**Table 24.** Road safety management structure. Source: National sources

Key functions	Key actors
<b>Formulation of national road safety strategy</b>	National Road Safety Council (KRBRD)
<b>Monitoring of the road safety development</b>	National Road Safety Council (KRBRD)
<b>Improvements in road infrastructure</b>	Ministry of Infrastructure (Mli)
	General Directorate for National Roads and Motorways (GDDKiA)
<b>Improvement in vehicles</b>	Ministry of Infrastructure (Mli)
<b>Improvement in road user education</b>	National Road Safety Council (KRBRD)
	Provincial Traffic Centres (WORD)
	Ministry of National Education
<b>Publicity campaigns</b>	National Road Safety Council (KRBRD)
<b>Enforcement of traffic laws</b>	Police
	General Road Transport Inspectorate
	Local governments
	Ministry of Health (which is not part of KRBRD)
<b>Other relevant actors</b>	Police Motor Union
	Technical universities and research institutes, especially Motor Transport Institute - Polish Road Safety Observatory, Road and Bridge Research Institute, Technical University of Gdańsk, Technical University of Kraków, Technical University of Warsaw
	Directorate General of National Roads and Motorways
	Polish Police Headquarters

**Table 25.** National road safety strategy. Source: National sources

Timeframe	Link to national road safety strategy
2021-2030	<a href="https://www.krbrd.gov.pl/wp-content/uploads/2021/12/Narodowy-Program-Bezpieczenstwa-Ruchu-Drogowego-2021-2030.pdf">https://www.krbrd.gov.pl/wp-content/uploads/2021/12/Narodowy-Program-Bezpieczenstwa-Ruchu-Drogowego-2021-2030.pdf</a>

### 5.3 Attitudes

**Table 26.** Attitudes towards speeding, towards drink-driving, and towards the use of a mobile phone while driving.  
Source: ESRA (2018)

	Poland	European average	Ranking among European countries
<b>% of respondents that agree</b>			
<b>Speeding</b>			
I often drive faster than the speed limit	11%	12%	14/22
I will do my best to respect speed limits in the next 30 days	69%	71%	19/22
<b>Drink-driving</b>			
I often drive after drinking alcohol	1%	2%	16/22
I will do my best not to drive after drinking alcohol in the next 30 days	78%	76%	12/22
<b>Use of a mobile phone while driving</b>			
I often talk on a hand-held mobile phone while driving	3%	3%	15/22
I often check my messages on the mobile phone while driving	3%	4%	13/22
I will do my best not to use my mobile phone while driving in the next 30 days	74%	74%	14/22

## 6 Notes

### 6.1 Data sources

#### CARE

(Community database on Accidents on the Roads in Europe) All information in part 1 of this document (road safety outcomes) is based on data in the CARE database. The European average is based on the average of the 27 EU countries.

Date of extraction: 4th of October, 2022. There may be small discrepancies between the CARE data presented in the report and the accident data published in national reports.

#### ESRA (E-Survey of Road Users' Attitudes)

The European average is the average of 20 European countries (Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom)

<https://www.esranet.eu/en/>

#### ETSC (European Transport Safety Council)

Car safety data was retrieved from <https://etsc.eu/wp-content/uploads/PIN-Flash-30-Final.pdf>

Data about speeding was retrieved from <https://www.etsc.eu/pinflash36>

#### IRTAD (International Traffic Safety Data and Analysis Group)

Data is retrieved from the OECD database: <https://stats.oecd.org/>

Date of extraction: 11th of October 2022

#### WHO (World Health Organization)

The data are retrieved from the WHO Global Status Report on Road Safety that was published in 2018. The European average is based on the average of the 27 EU countries.

[https://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2018/en/](https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/)

#### World Economic Forum

Data is retrieved from [https://www.theglobaleconomy.com/rankings/roads\\_quality/](https://www.theglobaleconomy.com/rankings/roads_quality/)

Date of extraction: 11th of October 2022

### 6.2 Definitions

#### Accident / Crash

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person (Source: UNECE/ITF/Eurostat Glossary). Note: the definition of "injury" varies considerably among EU countries thus affecting the reliability of cross country comparisons.

#### Bicycle

Vehicle with at least 2 wheels, without engine. In some cases it can also use electric power.

**Bus or Coach**

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and tourist trips. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

**CARE EU Average and aggregated numbers**

In the second section “Road safety outcomes”, we provide EU averages and aggregated figures based on the most recent figures available (2020). However, as some countries have not yet provided their official data for that year, we have produced the EU averages and aggregated data by imputing figures based on data from previous years. The aggregated EU averages and figures in this report may therefore differ slightly from the aggregated averages and figures for 2020 that will be published in the future.

**Fatal crash**

Crash with at least one person killed regardless the injury severity of any other persons involved.

**Fatalities**

Total number of persons fatally injured within 30 days of the road crash; correction factors applied when needed. Confirmed suicide and natural death are not included.

**Lorry, under 3.5 tonnes**

Goods vehicle under 3.5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

**Pedestrian**

Person on foot. Included are occupants or persons pushing or pulling a child’s carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices. Does not include persons in the act of boarding or alighting from a vehicle. (Source: UNECE/ITF/Eurostat Glossary and CADAS Glossary) Unilateral pedestrian crashes (e.g. pedestrian falls) are excluded.

**Powered two-wheelers**

Driver or passenger of either a moped (two or three wheeled vehicle equipped with engine size of maximum 50cc and maximum speed that does not exceed 45 km/h. A moped can also have an electric motor. Speed pedelecs and electric powered bicycles that offer pedal assistance up to 45 km/h, also belong to this category of vehicles.) or a motorcycle (motor vehicle with two or three wheels, with an engine size of more than 50 cc. A motorcycle can also have an electric motor.).

**Seriously injured (at least 30 days)**

The CARE database includes the number of persons seriously injured who have been hospitalised for at least 24 hours. An alternative source is MAIS (Maximum Abbreviated Injury Scale) which is a globally accepted trauma scale used by medical professionals. The injury score is determined at the hospital with the help of a detailed classification key. The score ranges from 1 to 6, with levels 3 to 6 considered as serious injuries.



**Working week – Daytime**

Monday to Friday 6.00 a.m. to 9.59 p.m.

**Working week – Night-time**

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

**Weekend - Daytime**

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

**Weekend - Night-time**

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.