



# 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 2019 a total of 2,909 people were killed in reported traffic accidents in Poland.
- Poland is 3rd out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants. Over the past twenty years this number 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, fatalities on rural roads 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

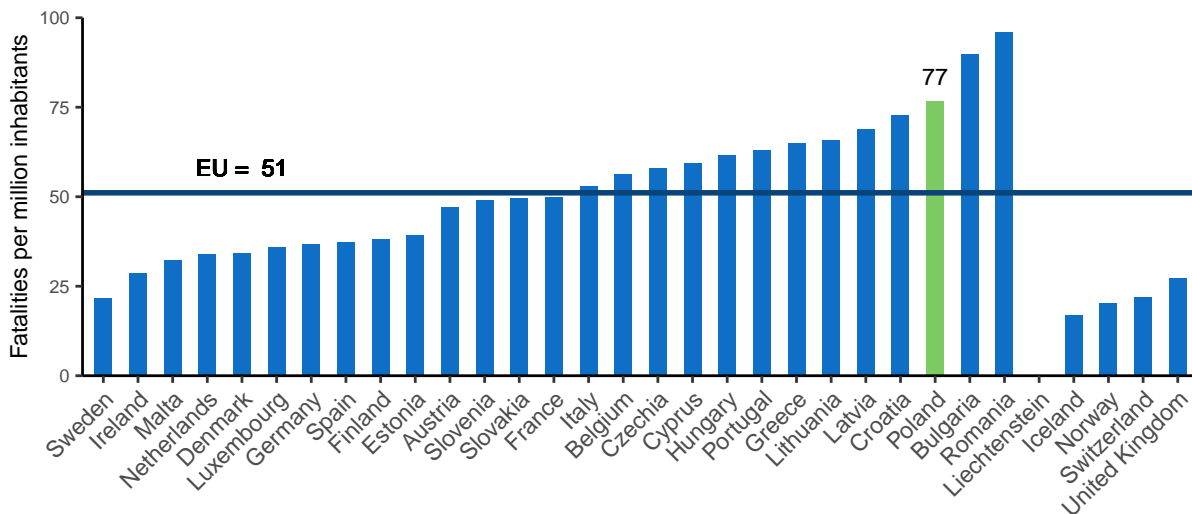
In Poland, a total of 2,909 people were killed in reported traffic accidents in 2019. In terms of mortality rate, there were 77 road fatalities per million inhabitants, which is one of the highest mortality rates in the European Union. Since 2001, the mortality rate in Poland has gradually declined, 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 0.96 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 on the other hand has barely dropped (by 7%).

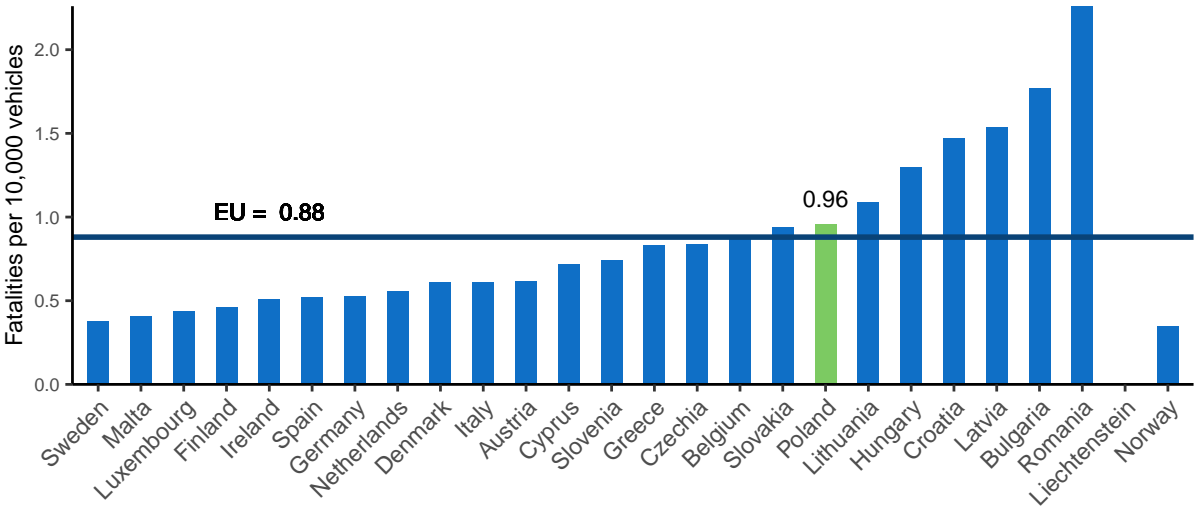
**Table 1.** Number of road fatalities and serious injuries (2010 and 2019). Source: CARE

Victims	2010	2019	Trend	EU 2010	EU 2019	EU trend
<b>Fatalities</b>	3,908	2,909	-26%	29611	22700	-23%
<b>Serious injuries</b>	11,491	10,633	-7%	/	/	/

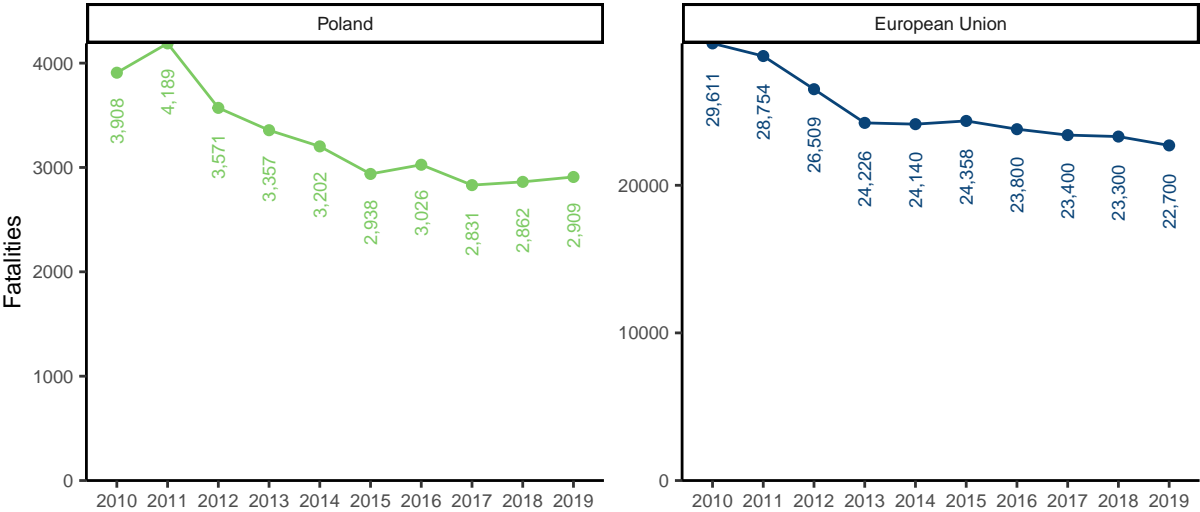
**Figure 1.** Number of road fatalities per million inhabitants (2019). Source: CARE & EUROSTAT

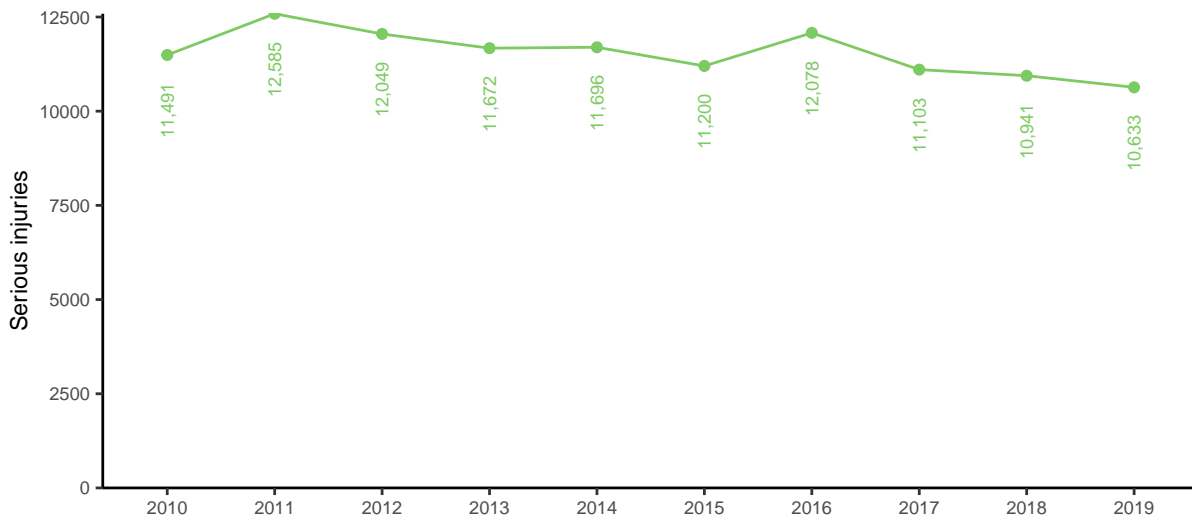
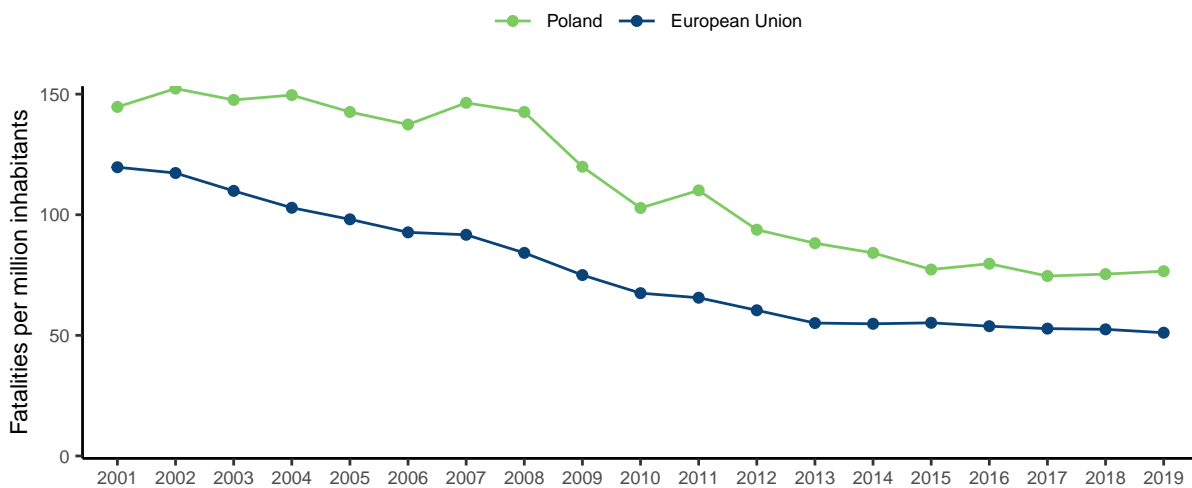


**Figure 2.** Number of road fatalities per 10,000 registered vehicles (2019). Source: CARE & EUROSTAT



**Figure 3.** Number of road fatalities (2010-2019). Source: CARE



**Figure 4.** Number of serious injuries (2010-2019). Source: CARE**Figure 5.** Number of road fatalities per million inhabitants (2001-2019). Source: CARE & EUROSTAT

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

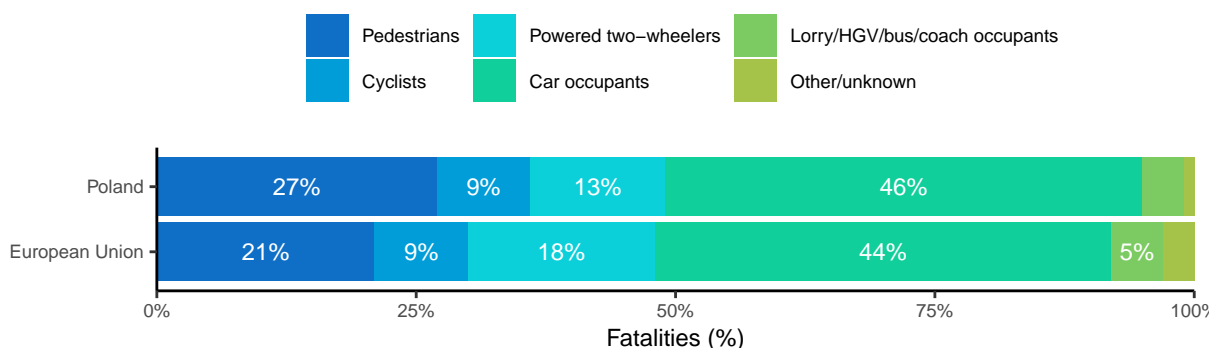
In 2019, pedestrians accounted for 27% of road traffic fatalities in Poland. This percentage is higher than that for the European Union as a whole (21%). Over the past ten years there has been a decrease in the number of fatalities in Poland for all modes. The most favourable trend was related to pedestrians, with the number of fatalities falling by more than one third, 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 and occupants of buses and coaches.

Of all vulnerable road users (pedestrians, cyclists and powered two wheelers) in Poland that were fatally injured, almost 60% were involved in a crash with a car, and 10% 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 (2019). Source: CARE



**Table 2.** Average number of road fatalities by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Pedestrians</b>	1267	823	-35%	5,793	4,767	-18%
<b>Cyclists</b>	298	254	-15%	2,023	1,991	-2%
<b>Powered two-wheelers</b>	355	327	-8%	5,058	4,132	-18%
<b>Car occupants</b>	1788	1,306	-27%	13,309	10,445	-22%
<b>Lorries, under 3.5t</b>	/	84	/	898	780	-13%
<b>Heavy goods vehicles</b>	/	31	/	590	408	-31%
<b>Bus/coach occupants</b>	15	11	/	102	98	-4%
<b>Other/unknown</b>	39	69	/	1,119	691	/
<b>Total</b>	3889	2,867	-26%	28,291	23,133	-18%

**Table 3.** Average number of serious injuries by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend
<b>Pedestrians</b>	3357	2,651	-21%
<b>Cyclists</b>	1082	1,342	+24%
<b>Powered two-wheelers</b>	1478	1,484	+0%
<b>Car occupants</b>	5441	4,728	-13%
<b>Lorries, under 3.5t</b>	/	250	/
<b>Heavy goods vehicles</b>	/	86	/
<b>Bus/coach occupants</b>	191	211	+10%
<b>Other/unknown</b>	142	251	/
<b>Total</b>	12042	10,892	-10%

**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 2017-2019). Source: CARE

Crash type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Crashes involving buses or coaches</b>	44	33	-25%	258	201	-22%
<b>Crashes involving cars</b>	1,190	815	-32%	5,507	4,666	-15%
<b>Crashes involving lorries or heavy goods vehicles</b>	283	143	-49%	1,721	1,333	-23%

**Table 5.** Average number of road fatalities in urban areas by transport mode (2010-2012 and 2017-2019). Source: CARE

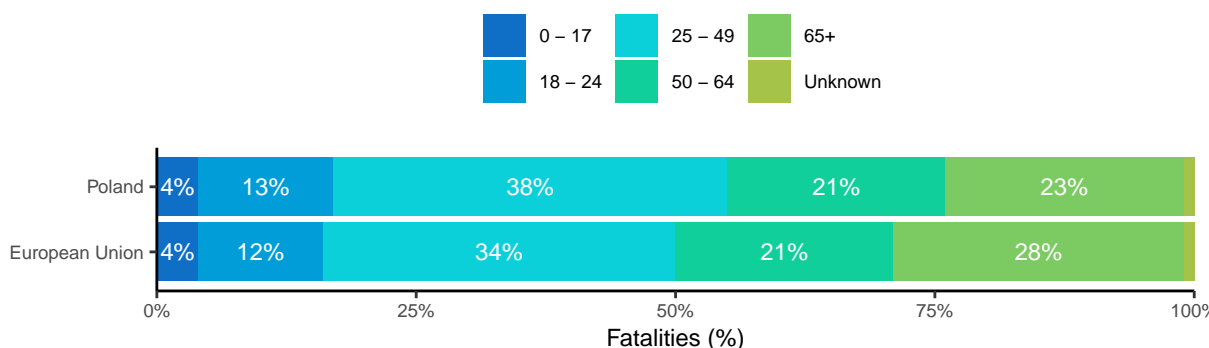
Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Pedestrians</b>	824	547	-34%	3,944	3,303	-16%
<b>Cyclists</b>	160	136	-15%	1,113	1,134	+2%
<b>Powered two-wheelers</b>	201	153	-24%	2,200	1,595	-28%
<b>Car occupants</b>	565	346	-39%	2,883	2,164	-25%
<b>Lorries, under 3.5t</b>	/	14	/	149	132	-11%
<b>Heavy goods vehicles</b>	/	4	/	82	31	-62%
<b>Bus/coach occupants</b>	4	5	/	24	27	+12%
<b>Other/unknown</b>	21	22	/	222	260	/
<b>Total</b>	1808	1,222	-32%	10,730	8,837	-18%

**Table 6.** Average number of road fatalities in single vehicle crashes by transport mode (2010-2012 and 2017-2019). Source: CARE

Transport mode	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Cyclists</b>	12	11	/	299	381	+27%
<b>Powered two-wheelers</b>	119	97	-18%	1,746	1,443	-17%
<b>Car occupants</b>	757	554	-27%	5,905	4,471	-24%
<b>Lorries, under 3.5t</b>	/	20	/	365	288	-21%
<b>Heavy goods vehicles</b>	/	10	/	241	147	-39%
<b>Bus/coach occupants</b>	2	4	/	40	35	-12%
<b>Other/unknown</b>	23	29	/	327	341	/
<b>Total</b>	913	725	-21%	8,923	7,106	-20%

## 2.3 Age

In comparison with the European Union, there is a slight overrepresentation of the 25 to 49 year group in the number of fatalities in Poland. On the other hand, senior people (aged 65 and older) represented only 23% of road traffic fatalities in Poland in 2019 in comparison with 28% in the EU. However, the trend over the past ten years was less favourable for this group. While the number of fatalities dropped significantly for the younger age categories, the number of fatalities remained stable for people of 65 years and older. This overall trend is partly due to the ageing of the population and is also observed in the European Union as a whole. Likewise the number of serious injuries decreased for all age groups, except senior people where there was a significant increase.

**Figure 7.** Number of road fatalities by age group (2019). Source: CARE



**Table 7.** Average number of road fatalities by age group (2010-2012 and 2017-2019). Source: CARE

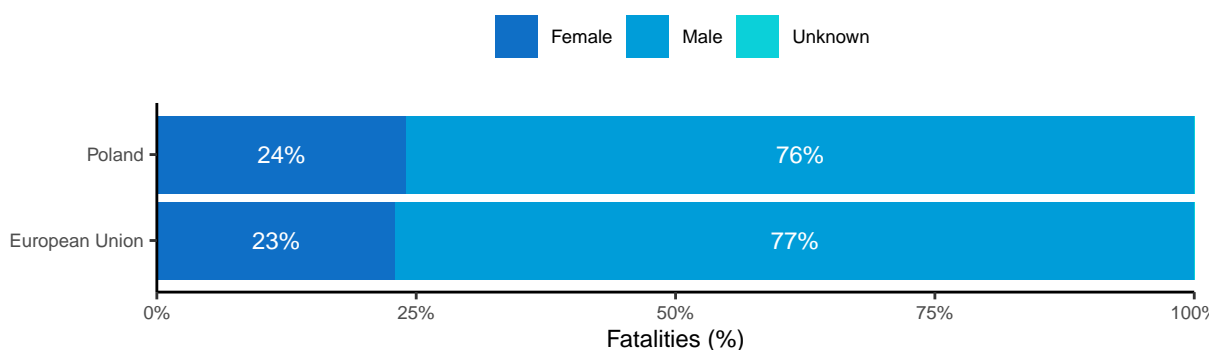
Age	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<15	101	60	-41%	744	499	-33%
15 - 17	105	53	-50%	761	493	-35%
18 - 24	660	379	-43%	4,399	2,755	-37%
25 - 49	1,442	1,077	-25%	10,458	7,915	-24%
50 - 64	881	611	-31%	5,273	4,891	-7%
65+	677	679	+0%	6,392	6,559	+3%
Unknown	23	9	/	738	148	/
<b>Total</b>	<b>3,889</b>	<b>2,867</b>	<b>-26%</b>	<b>28,291</b>	<b>23,133</b>	<b>-18%</b>

**Table 8.** Average number of serious injuries by age group (2010-2012 and 2017-2019). Source: CARE

Age	2010 - 2012	2017 - 2019	Trend
<15	891	595	-33%
15 - 17	631	418	-34%
18 - 24	2,283	1,625	-29%
25 - 49	4,478	4,293	-4%
50 - 64	2,221	2,138	-4%
65+	1,503	1,801	+20%
Unknown	34	23	/
<b>Total</b>	<b>12,042</b>	<b>10,892</b>	<b>-10%</b>

## 2.4 Gender

The high proportion of males among total road fatalities in Poland (76%) 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 (2019). Source: CARE**Table 9.** Average number of road fatalities by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Female</b>	899	729	-19%	6,656	5,453	-18%
<b>Male</b>	2,982	2,135	-28%	21,523	17,764	-17%
<b>Unknown</b>	9	3	/	1,310	42	/
<b>Total</b>	<b>3,889</b>	<b>2,867</b>	<b>-26%</b>	<b>28,291</b>	<b>23,133</b>	<b>-18%</b>

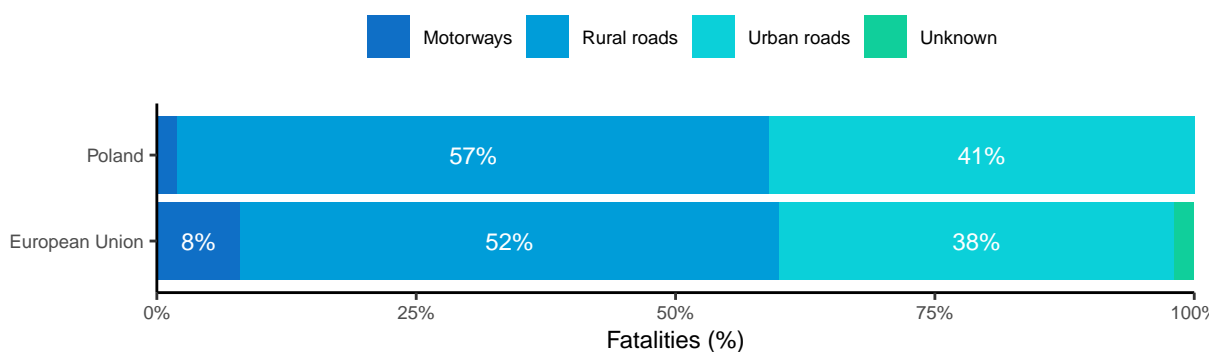
**Table 10.** Average number of serious injuries by gender (2010-2012 and 2017-2019). Source: CARE

Gender	2010 - 2012	2017 - 2019	Trend
Female	4,343	4,224	-3%
Male	7,689	6,662	-13%
Unknown	10	6	/
<b>Total</b>	<b>12,042</b>	<b>10,892</b>	<b>-10%</b>

## 2.5 Area

The majority of road fatalities in Poland occurred on rural roads (57%). This percentage is slightly higher than in the European Union as a whole. 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 2019).

**Figure 9.** Number of road fatalities by road type (2019). Source: CARE**Table 11.** Average number of road fatalities by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Motorway</b>	36	64	+78%	2,038	1,969	-3%
<b>Rural</b>	2045	1581	-23%	15,205	12,200	-20%
<b>Urban</b>	1808	1222	-32%	10,730	8,837	-18%
<b>Unknown</b>	/	/	/	770	321	/
<b>Total</b>	<b>3889</b>	<b>2867</b>	<b>-26%</b>	<b>28,291</b>	<b>23,133</b>	<b>-18%</b>

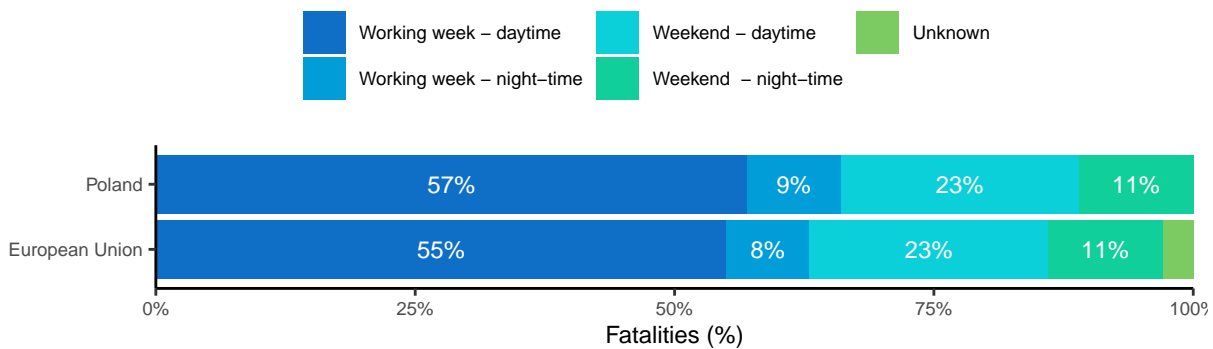
**Table 12.** Average number of serious injuries by road type (2010-2012 and 2017-2019). Source: CARE

Road type	2010 - 2012	2017 - 2019	Trend
<b>Motorway</b>	75	165	+120%
<b>Rural</b>	3939	3479	-12%
<b>Urban</b>	8028	7248	-10%
<b>Unknown</b>	/	/	/
<b>Total</b>	<b>12042</b>	<b>10892</b>	<b>-10%</b>

## 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 (2019). Source: CARE



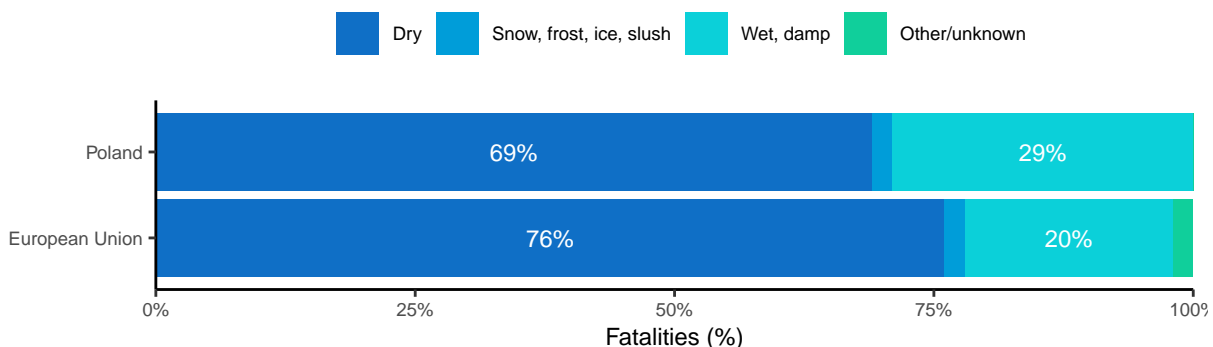
**Table 13.** Average number of road fatalities by period of time (2010-2012 and 2017-2019). Source: CARE

Period of time	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Working week - daytime</b>	2157	1649	-24%	15,404	13,265	-14%
<b>Working week - night-time</b>	368	247	-33%	2,566	1,980	-23%
<b>Weekend - daytime</b>	871	668	-23%	6,353	5,383	-15%
<b>Weekend - night-time</b>	493	304	-38%	3,540	2,593	-27%
<b>Unknown</b>	/	/	/	4,071	662	/
<b>Total</b>	3889	2867	-26%	28,291	23,133	-18%

## 2.7 Road conditions

In 2019, 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, one third of fatalities in Poland occur when it is dark, which is similar to the EU average.

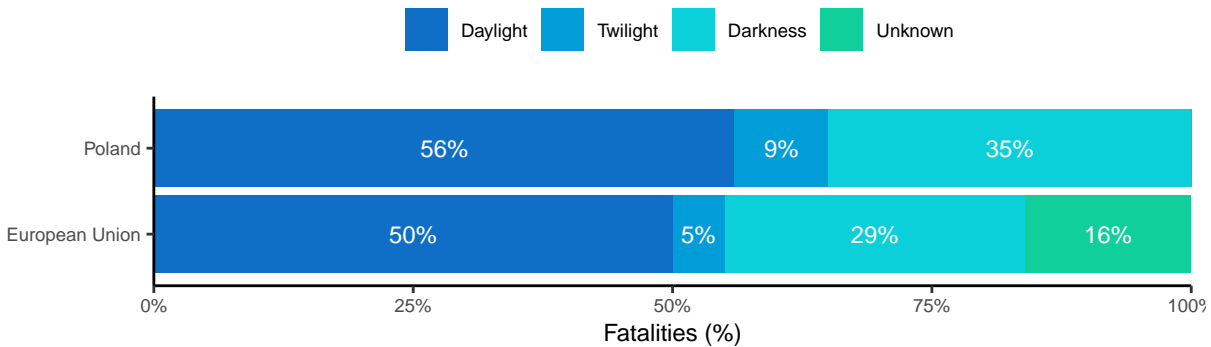
**Figure 11.** Number of road fatalities by surface conditions (2019). Source: CARE



<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 2017-2019). Source: CARE

Surface conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Dry</b>	2,726	1,897	-30%	21,091	17,711	-16%
<b>Snow, frost, ice, slush</b>	234	98	-58%	988	442	-55%
<b>Wet, damp</b>	1,072	868	-19%	5,636	4,663	-17%
<b>Other/unknown</b>	1,206	5	/	2,458	446	/
<b>Total</b>	3,889	2,867	-26%	28,291	23,133	-18%

**Figure 12.** Number of road fatalities by light conditions (2019). Source: CARE**Table 15.** Average number of road fatalities by light conditions (2010-2012 and 2017-2019). Source: CARE

Light conditions	2010 - 2012	2017 - 2019	Trend	EU 2010 - 2012	EU 2017 - 2019	EU trend
<b>Darkness</b>	1556	1,024	-34%	8,918	6,782	-24%
<b>Daylight</b>	1968	1,588	-19%	13,706	11,932	-13%
<b>Twilight</b>	366	255	-30%	1,498	1,228	-18%
<b>Unknown</b>	/	1	/	5,301	3,908	/
<b>Total</b>	3889	2,867	-26%	28,291	23,133	-18%

### 3 Road safety performance indicators

#### 3.1 Behaviour of road users

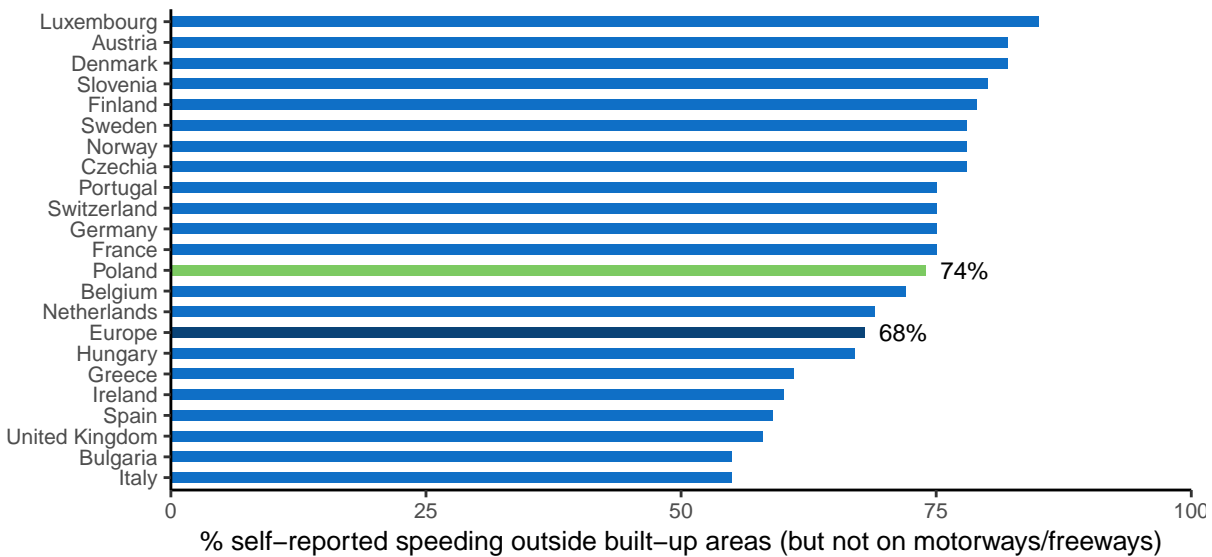
Most of the road safety performance indicators regarding behaviour are based on self-reported behaviour. Poland performs worse than the European average in relation to speeding, wearing a helmet as a cyclist and distracted driving. Especially the percentage self-reported talking on a handheld phone while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

##### 3.1.1 Speeding

**Table 16.** Observed speeding. Source: ETSC (2015)

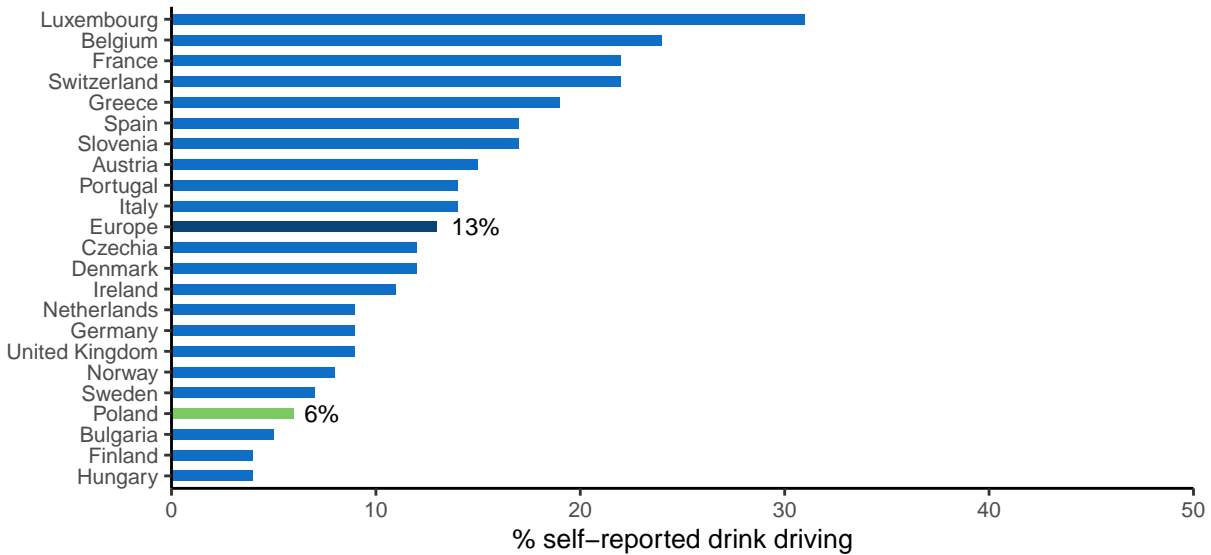
	Mean speed (km/h)	Percentage offenders
<b>Urban roads (50km/h)</b>	58	75%
<b>Rural roads (90km/h)</b>	81	40%
<b>Motorways (140km/h)</b>	122	62%

**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)



### 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)

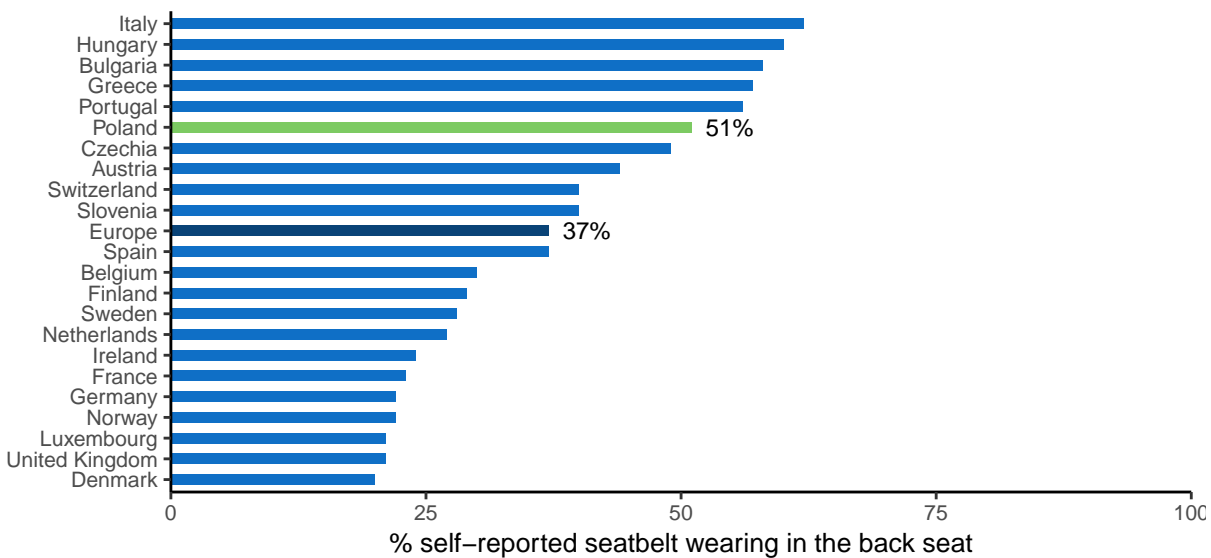


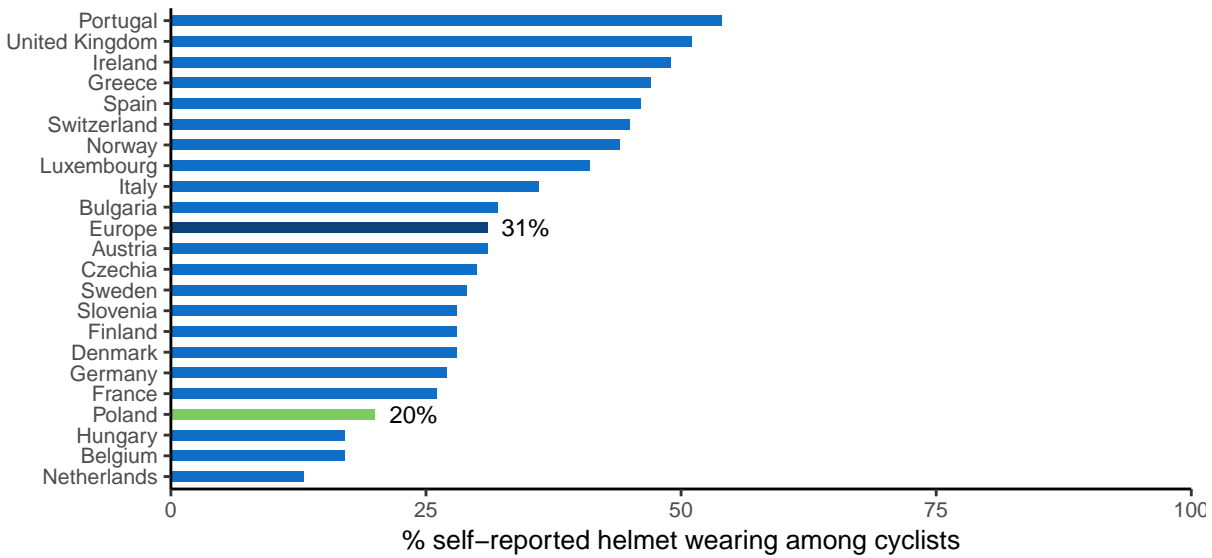
### 3.1.3 Use of protective systems

**Table 17.** Observed seatbelt wearing rate. Source: IRTAD (2019)

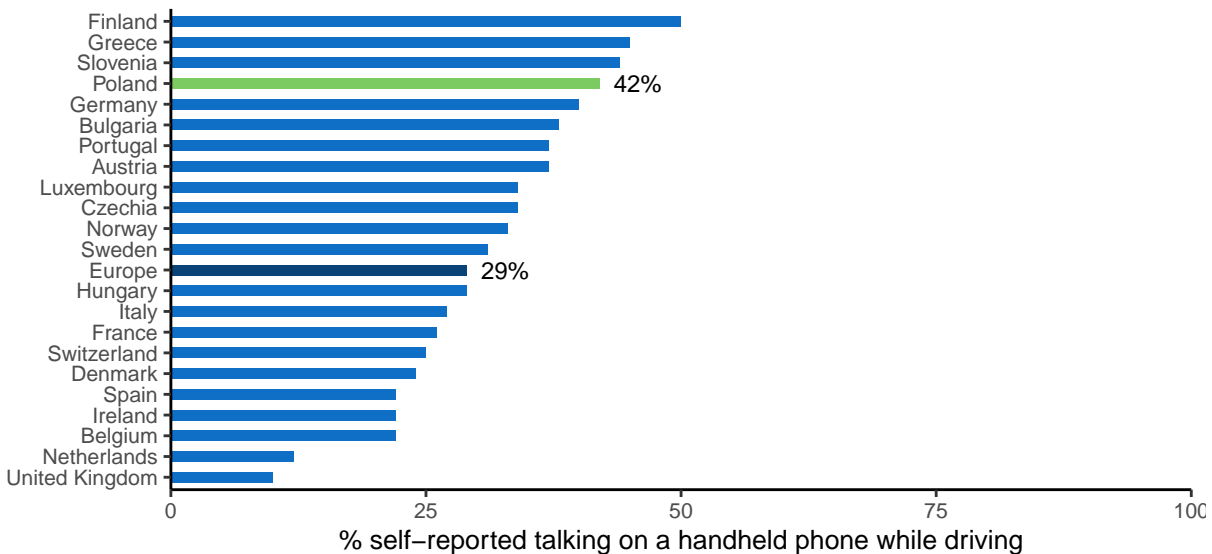
	Seatbelt wearing rate
<b>Car drivers</b>	97%
<b>Front seat passengers</b>	98%
<b>Rear seat passengers</b>	86%

**Figure 15.** Percentage of car passengers that say they always wore their seatbelt in the back seat in the last 30 days. 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 4.1 (on a value scale from 1 to 7) is given, which is lower than most other countries.

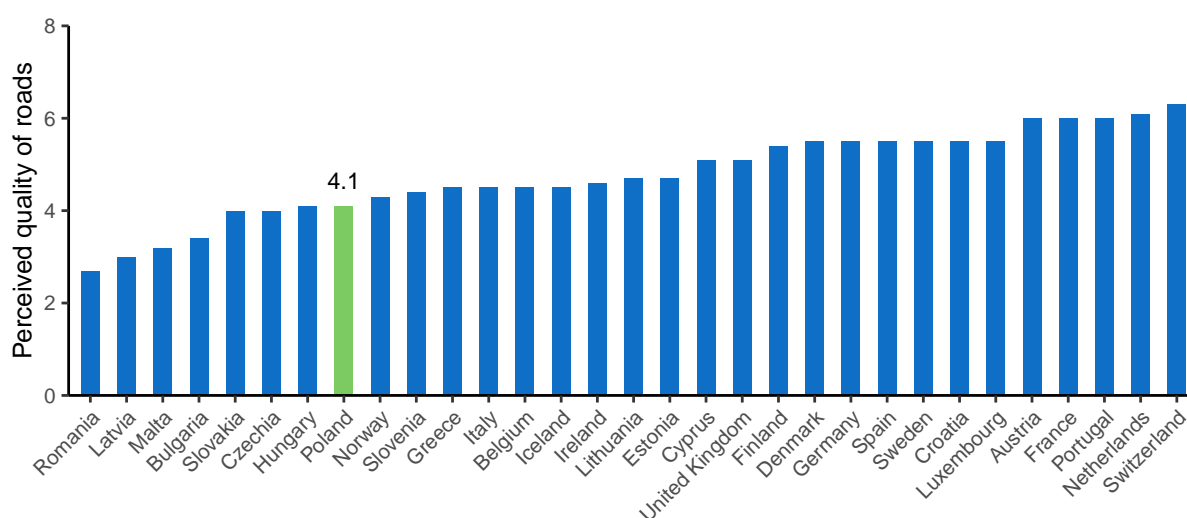
### 3.2.1 Road density

**Table 18.** Road density. Source: EUROSTAT (2019)

	Poland	European Union
<b>Inside built-up areas</b>	226 km road/1000 km <sup>2</sup>	150 km road/1000 km <sup>2</sup>
<b>Outside built-up areas</b>	1136 km road/1000 km <sup>2</sup>	609 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>	1368 km road/1000 km <sup>2</sup>	942 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 (2017-2018)



### 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 38% passenger cars over 20 years.

**Table 19.** Number of registered vehicles per 100 inhabitants. Source: EUROSTAT (2019)

	Poland	European Union
<b>All vehicles (except trailers and motorcycles)</b>	75	63
<b>Total utility vehicles</b>	11	9
<b>Lorries</b>	9	7
<b>Road tractors</b>	1	1
<b>Trailers and semi-trailers</b>	4	4
<b>Motorcycles</b>	4	6
<b>Passenger cars</b>	64	54
<b>Motor coaches, buses and trolley buses</b>	0	0
<b>Special vehicles</b>	1	1



**Table 20.** Age of registered passenger cars. Source: EUROSTAT (2019)

	Poland	European Union
<b>Percentage of total number of passenger cars</b>		
<b>Less than 2 years</b>	6%	12%
<b>From 2 to 5 years</b>	5%	15%
<b>From 5 to 10 years</b>	11%	21%
<b>From 10 to 20 years</b>	40%	42%
<b>Over 20 years</b>	38%	11%

## 4 Road safety policy and measures

### 4.1 Legislation<sup>3</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 21.** 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: 26; 65 km/h: 1
Rural roads	90 km/h	110 km/h: 2; 100 km/h: 3; 90 km/h: 17; 80 km/h: 4
Motorways	140 km/h	No limit <sup>1</sup> ; 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: 2; 0.2 g/l: 3; 0.3 g/l: 1; 0.4 g/l: 1; 0.5 g/l: 19; 0.8 g/l: 1
Novice drivers	0.2 g/l	0 g/l: 7; 0.1 g/l: 1; 0.2 g/l: 12; 0.3 g/l: 2; 0.5 g/l: 4; 0.8 g/l: 1
Professional drivers	0.2 g/l	0 g/l: 6; 0.1 g/l: 1; 0.2 g/l: 10; 0.3 g/l: 2; 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: 13; Up to 135 cm: 3; 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: 18; No: 9
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,

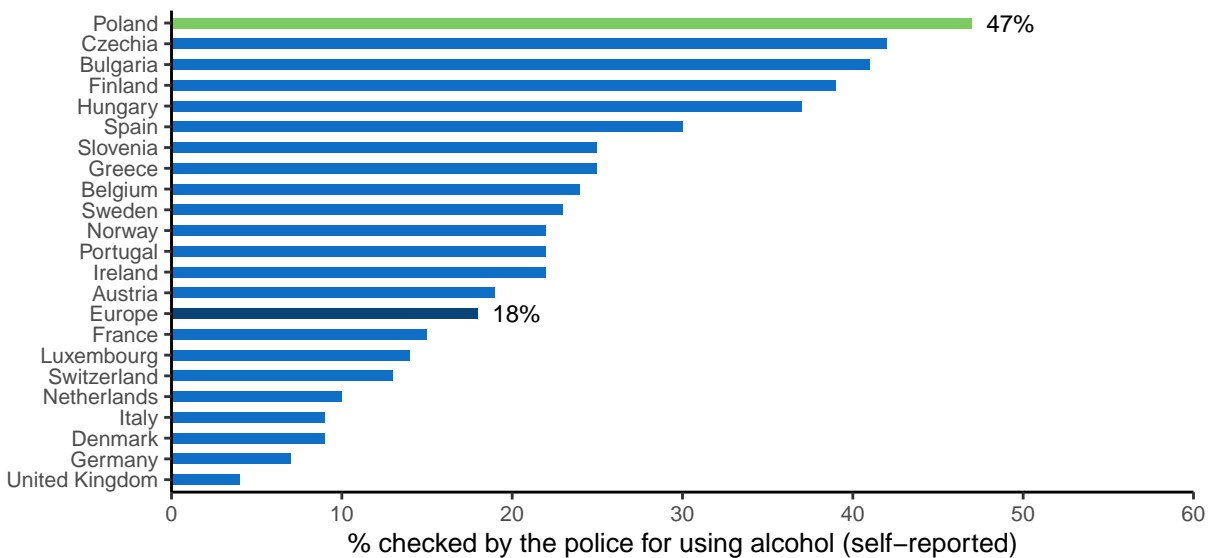
<sup>3</sup>Until the 1st June 2021, 60 km/h was allowed on urban roads from 11.00 p.m. till 5.00 a.m.

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.

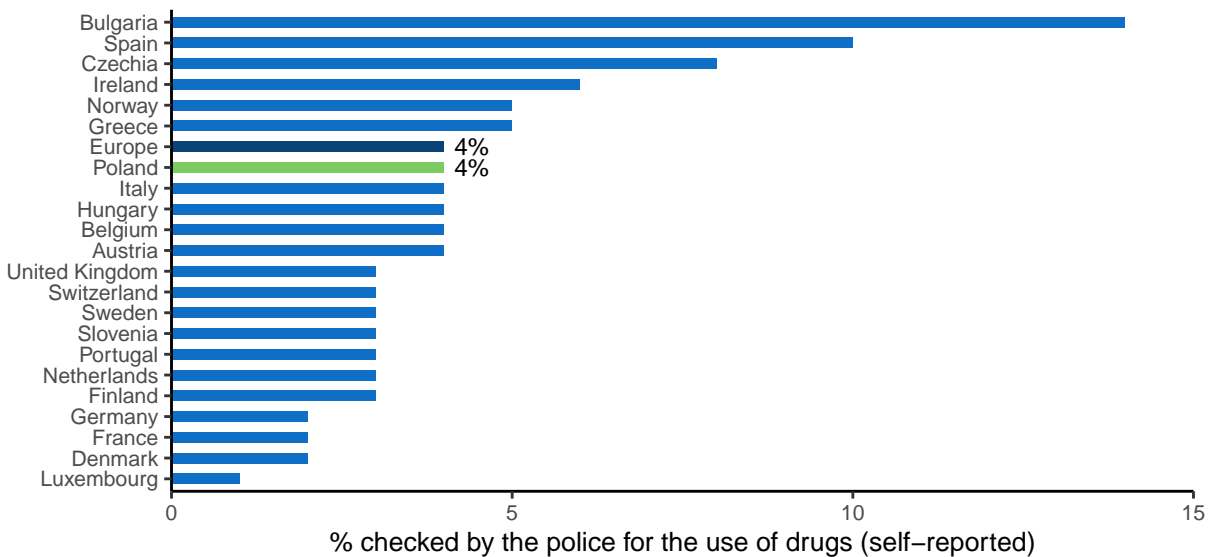
**Table 22.** Effectiveness of enforcement according to an international respondent consensus (scale = 0-10). Source: WHO (2018)

	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 23.** 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: 20 No: 7
<b>Policies &amp; investment in urban public transport</b>	Yes	Yes: 23 No: 4
<b>Policies promoting walking and cycling</b>	Yes	Yes: 21 Subnational: 3 No: 3

### 4.4 Post-crash care

**Table 24.** 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 25.** Country characteristics. Source: EUROSTAT and IRTAD

	European Union	Poland
<b>Population-related data (2020)</b>		
Population (2020)	447319916	37958138
Population density (inhabitants/km <sup>2</sup> )	106	122
% Children (0-14)	15%	15%
% Adults (15-64)	64%	66%
% Elderly (65+)	21%	18%
<b>Urbanization (2019)</b>		
% living in cities	38%	35%
% living in suburbs and towns	34%	24%
% living in rural areas	28%	41%
<b>Economic data</b>		
GDP per capita (EUR, 2020)	29768.3	13779.3
Unemployment rate (2020)	7%	3%
% GDP dedicated to road spending (2019)	0.6%	0.5%

### 5.2 Structure of road safety management

**Table 26.** 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 (Mii)
	General Directorate for National Roads and Motorways (GDDKiA)
<b>Improvement in vehicles</b>	Ministry of Infrastructure (Mii)
<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
<b>Other relevant actors</b>	Local governments
	Ministry of Health (which is not part of KRBRD)
	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

### 5.3 Attitudes

**Table 27.** 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%	9/22
I will do my best to respect speed limits in the next 30 days	69%	71%	4/22
<b>Drink-driving</b>			
I often drive after drinking alcohol	1%	2%	7/22
I will do my best not to drive after drinking alcohol in the next 30 days	78%	76%	11/22
<b>Use of a mobile phone while driving</b>			
I often talk on a hand-held mobile phone while driving	3%	3%	8/22
I often check my messages on the mobile phone while driving	3%	4%	10/22
I will do my best not to use my mobile phone while driving in the next 30 days	74%	74%	9/22

## 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: 26th of March, 2021. 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: 7th of August 2020

#### 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 [http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF\\_GCI\\_2017\\_2018\\_Scorecard\\_EOSQ057.pdf](http://reports.weforum.org/pdf/gci-2017-2018-scorecard/WEF_GCI_2017_2018_Scorecard_EOSQ057.pdf)

### 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 (2019). 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 2019 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.