

Structure and Culture

Basic Data

Table 1: Basic data of Poland in relation to the EU average

Basic data of Poland	EU average
- Population: 37,9 million inhabitants (2016)[2]	18,2 million (2016)
- Area: 312.685 km ² (2015) [2] (Water 2,69%) (2015)[4]	159.678 km ² (2015) 2,94% water (2015)
- Climate and weather conditions (capital city; 2015)[3]:	(2015)
- Average winter temperature (Nov. to April): 1,9°C	5,1°C
- Average summer temperature (May to Oct.): 15,15°C	16,6°C
- Annual precipitation level: 533 mm	691,5 mm
- Exposure: 213.480 million vehicle km (2014)[2]	168.260 million vehicle km (2015)
- 0,63 vehicles per person (2015)[2]	0,57 (2015)

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources ; [4] CIA

Country characteristics

Table 2: Characteristics of Poland in comparison to the EU average

Characteristics of Poland	EU average
- Population density: 124,1 inhabitants/km ² (2015) [2]	115 inhabitants/km ² (2015)
- Population composition (2015) [2]: 15,0% children (0-14 years) 69,6% adults (15-64 years) 15,4% elderly (65 years and over)	15,6% children 65,9% adults 18,5% elderly (2013)
- Gross Domestic Product (GDP) per capita: €11.320 (2013) [2]	€27.198 (2015)[2]
- 60,5% of population lives inside urban area (2015)[4]	72,6% (2015)[1,2]
- Special characteristics [4]: mostly flat plain; mountains along southern border	

Sources: [1] IRTAD; [2] EUROSTAT; [3] national sources; [4] CIA

In Poland, GDP per capita is much lower than the EU average, while the number of vehicles per person is at the average.

Poland has one of the largest road network in the European Union.

Structure of road safety management

On 1st January 2002, the National Road Safety Council (KRBRD) was created. This is an advisory body for the body for Ministry and Secretariat of National Road Safety Council as part of the new Ministry of Infrastructure and Development. Members of KRBRD are appointed by the Prime Minister and include the representatives of various ministries and Road Safety related institutions.

The National Road Safety Council sets direction and coordinates activities of the governmental administration in the area of road safety.

The main areas of the National Road Safety Council activities include:

- setting directions and preparing road safety programmes
- commission of the scientific research in the area of road safety
- initiation of new laws on road safety
- initiation of international cooperation and educational activities
- cooperation with non-governmental institutions
- analysis and evaluation of the activities undertaken

The following key-actors are responsible for Road Safety (RS) policy making:

Table 3: Key actors per function in Poland

Key functions	Key actors
1. - Formulation of national RS strategy - Setting targets - Development of the RS programme	- National Road Safety Council (KRBRD)
2. Monitoring of the RS development in the country	- National Road Safety Council (KRBRD)
3. Improvements in road infrastructure	- Ministry of Infrastructure and Development (MliR) - General Directorate for National Roads and Motorways (GDDKiA)
4. Vehicle improvement	- Ministry of Infrastructure and Development (MliR)
5. Improvement in road user education	- National Road Safety Council (KRBRD) - Provincial Traffic Centres (WORD) - Ministry of National Education
6. Publicity campaigns	- National Road Safety Council (KRBRD)
7. Enforcement of road traffic laws	- Police - General Road Transport Inspectorate
8. Other relevant actors	- Local governments - Ministry of Health (which is not part of KRBRD) - Police Motor Union - technical universities and research institutes, especially Motor Transport Institute, Road and Bridge Research Institute, Technical University of Gdańsk, Technical University of Kraków - Directorate General of National Roads and Motorways - Polish Police Headquarters

- National Headquarters of the State Fire Service of Poland
- Central Inspectorate of Road Transport

Sources: national sources

Attitudes towards risk taking

- Polish drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.
- The perceived probability of being checked is much higher than the ESRA-average.

Table 4: Road safety attitudes and behaviour of drivers

	Poland	ESRA average
Self-reported driving behaviour	% of drivers that show behaviour at least once	
In the past 12 months, as a road user, how often did you drive without respecting a safe distance to the car in front?	47%	60%
In the past 12 months, as a road user, how often did you talk on a hand-held mobile phone while driving?	48%	38%
In the past 12 months, as a road user, how often did you drive faster than the speed limit inside built-up areas?	64%	68%
Supporting stricter legislation	% of drivers that disagree with the following	
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: for speeding	67%	61%
What do you think about the current traffic rules and penalties in your country for each of the following themes? The penalties are too severe: alcohol	90%	87%
Do you support the following measure?: Zero tolerance for alcohol (0,0‰) for all drivers	30%	41%
Perceived probability of being checked	% of drivers with answers in following categories	
In the past 12 months, have you been stopped by the police for a check? (once or more)	55%	31%
On a typical journey, how likely is it that you (as a driver) will be checked by the police for respecting the speed limits (including checks by police car with a camera and/or GoSafe cameras)? (Very (big) chance)	53%	37%
In the past 12 months, have you been checked by the police for alcohol while driving a car (i.e., being subjected to a Breathalyser test)? (once or more)	40%	19%

Source: ESRA 2016

Legend

(comparison of country attitude in relation to average attitude of other SARTRE countries):

	2-9% better
	10-19% better
	≥ 20% better
	2-9% worse
	10-19% worse
	≥ 20% worse

Polish drivers are more supportive for stricter legislation on speeding and drink-driving compared to drivers in other countries.

Poland has a target of 50% reduction in fatalities in 2020 compared to 2010.

Programmes and measures

National strategic plans and targets

- On 20 June 2013, the National Road Safety Council adopted a new National Road Safety Programme for the years 2013-2020, developed by the Secretariat of the National Road Safety Council and government bodies' experts, and based on the Vision Zero approach.
- Targets (referred to 2010):

Table 5: Road safety targets for Poland

Year	Fatalities	Serious injuries
2020	-50%	-40%

- Priority topics:
 - safe behaviour of road traffic users
 - safe road infrastructure
 - safe speed
 - safe vehicles
 - rescue and medical assistance system

(Source: IRTAD, 2017; IRTAD, 2015)

Road infrastructure

Table 6: Description of the road categories and their characteristics in Poland

Road type	General speed limits for passenger cars (km/h)
Urban roads	50/60
Rural roads	90
Motorways	120/140

Source: EC DG-Move, 2017

- Special rules for:
 - 20 km/h in residential areas
 - Single-carriage express roads and dual-carriage roads with at least two lanes in each direction: 100 km/h
- Guidelines and strategic plans for infrastructure are available in Poland.

Table 7: Obligatory parts of infrastructure management in Poland and other EU countries

Obligatory parts in Poland:	EU countries with obligation
Safety impact assessment: yes	32%
Road safety audits: yes	81%
Road safety inspections: yes	89%
High risk site treatment: yes	74%

Sources: DG-TREN, 2010; national sources

Poland improves its roads by high risk site treatment, road safety inspections and audits, as well as by safety impact assessment.

The BAC limit in Poland is 0,2‰ for all road users.

Enforcement effectiveness in Poland is at the average level, except for speed legislation enforcement, which is much lower.

- Recent activities of road infrastructure improvement have been addressing:
 - Road Safety Audit has become obligatory for all road designs within the Trans-European Transport Network, based on Directive 2008/96/EC, and a training programme for auditors has been prepared in Poland.

(Source: IRTAD, 2017)

Traffic laws and regulations

Table 8: Description of the regulations in Poland in relation to the most common regulations in other EU countries

Regulations in Poland [1]	Most common in EU (% of countries)
Allowed BAC ¹ levels:	
- General population: 0,2‰	0,5‰ (61%)
- Novice drivers: 0,2‰	0,2‰ (39%) and 0,0‰ (36%)
- Professional drivers: 0,2‰	0,2‰ (36%) and 0,0‰ (36%)
Phoning:	
- Hand held: not allowed	Not allowed (all countries)
- Hands free: allowed	Allowed (all countries)
Use of restraint systems:	
- Driver: obligatory	Obligatory (all countries)
- Front passenger: obligatory	Obligatory (all countries)
- Rear passengers: obligatory	Obligatory (all countries)
- Children: obligatory	Obligatory (all countries)
Helmet wearing:	
- Motor riders: Obligatory	Obligatory (all countries)
- Moped riders: Obligatory	Obligatory (all countries)
- Cyclists: not obligatory	Not obligatory (46%)
- Daytime running lights are mandatory.	
- A demerit point system is in place [2]	

Sources: [1] EC DG-Move, 2017; [2] WHO, 2013

Enforcement

Table 9: Effectiveness of enforcement effort in Poland according to an international respondent consensus (scale = 0-10)

Issue	Score for Poland	Most common in EU (% of countries)
Speed legislation enforcement	5	7 (43%)
Seat-belt law enforcement	7	7 (25%) and 8 (25%)
Child restraint law enforcement	8	8 (39%)
Helmet legislation enforcement	9	9 (50%)
Drink-driving law enforcement	8	8 (43%)

Source: WHO, 2015

¹ Blood Alcohol Concentration

Road User Education and Training

Table 10: Road user education and training in Poland compared to the situation in other EU countries

Education and training in Poland	Most common in EU (% of countries)
General education programmes:	
- Primary school: compulsory	Compulsory (71%)
- Secondary school: compulsory	Compulsory (43%)
- Other groups: voluntary (e.g. elderly).	-
Driving licences thresholds:	
- Passenger car: 18 years	18 years (82%)
- Motorised two wheeler: 16 years for A1 category; 18 years for A2 category; 20/24 years for A category	16 years for low categories (68%) and 18 years for higher categories (64%)
- Buses and coaches: 21	21 years (89%)
- Lorries and trucks: 18 years	21 years (71%)

Sources: [1] ROSE25, 2005; [2] national sources; [3] EC website

Poland has voluntary road safety education programmes for special groups like elderly people.

Public Campaigns

Table 11: Public campaigns in Poland compared to the situation in other EU countries

Campaigns in Poland	Most common issues in EU (% of countries)
Organisation:	
- National Road Safety Council	
- DG for National Roads and Motorways	
- Police	
- Local authorities and other stakeholders	
- NGOs	
Main themes:	
- Drink-driving	Drink-driving (96%)
- Pedestrian safety	Speeding (86%)
- Seat-belt and child restraint systems	Seat-belt (79%)
- Speeding	
- Young drivers	

Sources: [1] IRTAD, 2017; [2] national sources

Poland has specific mandatory inspection periods depending on the type of vehicle.

Vehicles and technology (national developments)

Table 12: Developments of vehicles and technology in Poland, compared to the situation in other EU countries

Mandatory technical inspections:	Most common in EU (% of countries)
Passenger cars: first inspection after 3 years, then after 2 years and then every 12 months Taxis: every 12 months	Every 12 months (39%)
Motorcycles: first inspection after 3 years, then after 2 years and then every 12 months	Every 24 months (32%)
Buses or coaches: first inspection after 12 months, then every 6 months	Every 12 months (61%)
Lorries or trucks: first inspection after 3 years, then after 2 years and then every 12 months Vehicles carrying hazardous materials: every 12 months	Every 12 months (68%)

Sources: EC website, national sources

Road Safety Performance Indicators

Speed

Table 13: Number of speed tickets per population in Poland versus the EU average

Measure	2006	2015	Average annual change	EU average (2015)
Number of speed tickets/1.000 population	28	50	6,7%	94

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 14: Percentage of speed offenders per road type in Poland compared to the EU average

Road type	2004	2015	Average annual change	EU average
Motorways	n/a	57,1%	-	n/a
Rural roads	63%	40,2%	-4,0%	n/a
Urban roads	79%	78,7%	0,0%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2016

Table 15: Mean speed per road type in Poland compared to the EU average

Road type	2004	2015	Average annual change	EU average
Motorways	n/a	114,4 km/h	-	n/a
Rural roads	88,4 km/h	82,1 km/h	-0,7%	n/a
Urban roads	64,9 km/h	59,5 km/h	-0,8%	n/a

Sources: [1] ETSC, 2010; [2] ETSC, 2015; [3] national sources

Alcohol

Table 16: Road side surveys for drink-driving in Poland compared to the EU average

Measure	2008	2015	Average annual change	EU average (2015)
Amount of tests/1.000 population	47	466	38,8%	209
% tested over the limit	9,5%	0,7%	-31,1%	2,2%

Sources: [1] ETSC, 2010; [2] ETSC, 2016

The number of speed tickets per population in Poland has almost doubled between 2006 and 2015.

The amount of alcohol tests per population in Poland has increased between 2008 and 2015 and thus, the percentage of offenders has recorded a significant reduction.

More than 70% of the cars in Poland are older than 10 years, which is higher than the EU average.

Seat-belt wearing rates in Poland are somewhat higher than the EU average.

Vehicles

Table 17: State of the vehicle fleet in Poland compared to the EU average

Vehicles	EU average
Cars per age group (2015) [1]:	Passenger cars (2015)
- <2 years: 4,3%	<2 years: 10,5%
- 2 to 5 years: 5,1%	2 to 5 years: 12,5%
- 5 to 10 years: 18,3%	6 to 10 years: 26,0%
- >10 years: 72,4%	>10 years: 51,0%
EuroNCAP occupant protection score of cars (new cars sold in 2013) [2]:	
- 5 stars: 56,0%	5 stars: 52,5%
- 4 stars: 3,5%	4 stars: 4,5%
- 3 stars: 2,9%	3 stars: 2,9%
- 2 stars: 0,5%	2 stars: 0,5%
- not tested: 37,1%	not tested: 39,6% ²

Source: [1] EUROSTAT, 2017; [2] ETSC, 2016

Protective systems

Table 18: Protective system use in Poland versus the average in EU

Protective systems	EU average ³
Daytime seat-belt wearing in cars and vans (2016) [1]:	(2016)
- no information on % front	not available
- 93% driver	91,6% driver
- 95% front passenger	92,4% front passenger
- 83% rear	70,9% rear
- 93% child restraint system	not available
Helmet use (2015):	
- Almost 100% motorised two-wheeler riders [1]	not available
- 9% cyclists (2013) [2]	

Sources: [1] IRTAD, 2017; [2] ETSC, 2015

² Based on data of 25 EU countries (excl. HR, LU and MT).

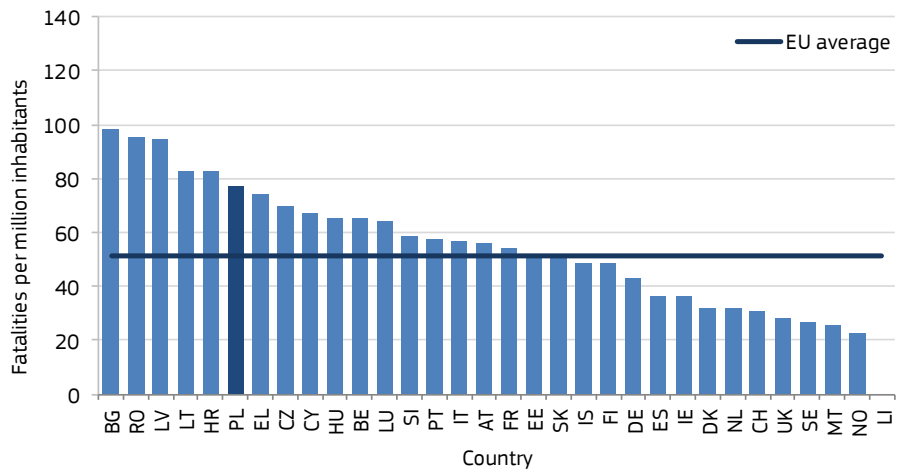
³ Based on data of 17 EU countries; data of AT, DE, IE, IT, LT, FI, SE (2016); data of BE, CZ, HU, LU, PL, SI (2015); data of DK, HR, UK (2014); data of PT (2013)

Road Safety Outcomes

General positioning

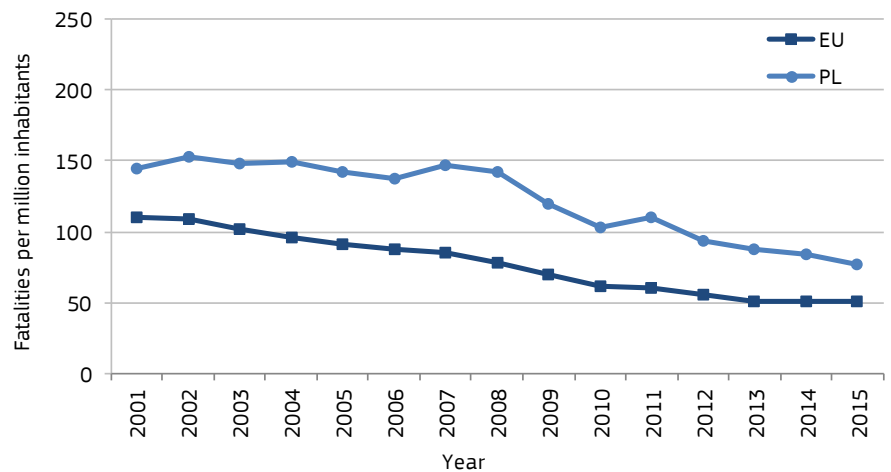
The fatality rate of Poland is higher than the EU average (around 77 fatalities per million population in 2015). Between 2001 and 2015, the development was similar to the EU average rate, however there were increases in the years 2002, 2007 and 2011.

Figure 1: Fatalities per million inhabitants in 2015 with EU average



Sources: CARE, Eurostat

Figure 2: Development of fatalities per million inhabitants between 2001 and 2015 for Poland and the EU average



Sources: CARE, Eurostat

The fatality rate of Poland is higher than the EU average. From 2001 to 2015 the Polish fatality rate is higher than the EU average rate.

The share of pedestrian fatalities is much higher than the EU average.

Transport mode

The share of pedestrian fatalities is much higher than the EU average. While the number of motorcyclist fatalities between 2001 and 2015 increased (+2%), the average annual reduction was 5% for car occupants. In the same period, the annual reduction rates of pedestrian and cyclist fatalities were 5% each.

Table 19: Reported fatalities by mode of road transport in Poland compared to the EU average

Transport mode	2001	2015	Average annual change	Share in 2015	EU average (2015)
Pedestrians	1.866	915	-5%	31%	21%
Car occupants	2.438	1.332	-5%	45%	46%
Motorcyclists	169	208	2%	7%	15%
Mopeds	63	65	0%	2%	3%
Cyclists	610	300	-5%	10%	9%
Bus/coach occupants	59	14	-10%	0%	0%
Lorries or truck occupants	243	74	-9%	3%	5%

Sources: CARE, national sources

Age, gender and nationality

Table 20: Reported fatalities by age, gender and nationality in Poland versus the EU average

Age and gender	2001	2015	Average annual change	Share in 2015	EU average (2015)
Females					
0-14 years	110	36	-8%	1%	1%
15 – 17 years	68	21	-9%	1%	1%
18 – 24 years	165	68	-7%	2%	3%
25 – 49 years	399	172	-6%	6%	6%
50 – 64 years	206	146	-3%	5%	4%
65+ years	374	264	-3%	9%	10%
Males					
0-14 years	152	34	-11%	1%	1%
15 – 17 years	136	46	-8%	2%	2%
18 – 24 years	728	378	-5%	13%	11%
25 – 49 years	1.908	872	-6%	30%	29%
50 – 64 years	745	544	-2%	19%	16%
65+ years	533	355	-3%	12%	17%
Nationality of killed person					
National	5.401	2.863	-5%	98%	n/a
Non-national	133	71	-5%	2%	n/a

Sources: CARE, national sources

Poland has a similar share of road fatalities by age and gender to the EU average.

Fatalities in built-up areas are over-represented in Poland.

Location

Fatalities in built-up areas are over-represented in Poland compared to the EU average.

Table 21: Reported fatalities by location in Poland compared to the EU average

Location	2001	2015	Average annual change	Share in 2015	EU average (2015)
Built-up areas	2.528	1.248	-5%	42%	37%
Rural areas	2.949	1.629	-4%	55%	54%
Motorways	57	61	1%	2%	8%
Junctions	934	475	-5%	16%	20%

Sources: CARE, national sources

Lighting and weather conditions

Table 22: Reported fatalities by lighting and weather conditions in Poland compared to the EU average

Conditions	2001	2015	Average annual change	Share in 2015	EU average (2015)
Lightning conditions					
During daylight	3.290	1.530	-6%	52%	52%
During night-time	2.244	1.136	-5%	39%	31%
Weather conditions					
While raining	692	364	-5%	12%	9%

Sources CARE, national sources

Single vehicle accidents

Table 23: Reported fatalities by type in Poland compared to the EU average

Accident Type	2001	2015	Average annual change	Share in 2015	EU average (2015)
Single vehicle accidents	1.208	647	-8%	22%	29%

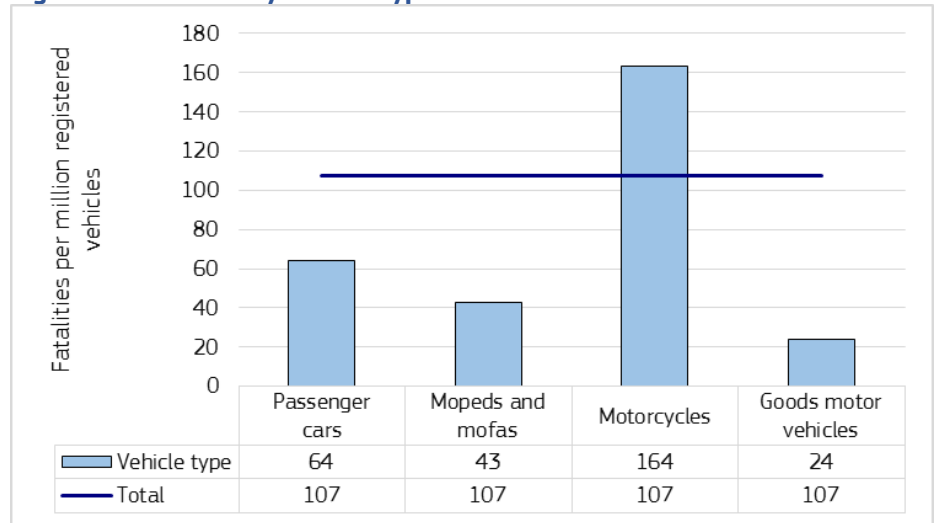
Sources: CARE, national sources

Under-reporting of casualties

- Fatalities: 100%, due to improvements of the data recording systems.
- Hospitalised: no studies with quantitative information exist.

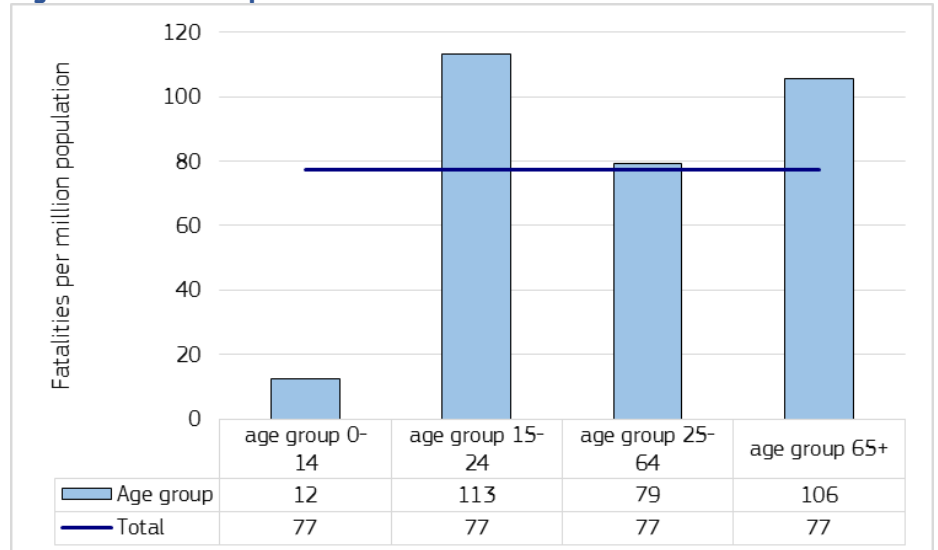
Risk Figures

Figure 3: Fatalities by vehicle type in Poland in 2015



Sources CARE, IRTAD

Figure 4: Fatalities per million inhabitants in Poland in 2015



Sources: CARE, EUROSTAT

Risk in Poland is highest for motorcyclists, youngsters and elderly people.

Social Cost

- The total cost of road accident casualties (fatalities and injuries) is estimated at 48,5 billion euros (2014).
- The following costs are an update of the values in Table 5.3 of the HEATCO Deliverable D5 (2006) to base year 2010. Each figure includes the value of safety per se (VSL⁴ for fatality, 13% of VSL for severe, 1% for light injury) and the value of direct and indirect economic costs (10% of VSL for fatality, severe and slight injury based on HEATCO (2005)). EU average based on the VSL of €1,7 million.
- The costs per casualty for 2010 are as follows:

Table 24: Cost (€) per injury type in Poland versus the EU average

Country	Fatality	Severe injury	Slight injury
Austria	2.395.000	327.000	25.800
Belgium	2.178.000	330.400	21.300
Bulgaria	984.000	127.900	9.800
Croatia	1.333.000	173.300	13.300
Cyprus	1.234.000	163.100	11.900
Czech Republic	1.446.000	194.300	14.100
Denmark	2.364.000	292.600	22.900
Estonia	1.163.000	155.800	11.200
Finland	2.213.000	294.300	22.000
France	2.070.000	289.200	21.600
Germany	2.220.000	307.100	24.800
Greece	1.518.000	198.400	15.100
Hungary	1.225.000	164.400	11.900
Ireland	2.412.000	305.600	23.300
Italy	1.916.000	246.200	18.800
Latvia	1.034.000	140.000	10.000
Lithuania	1.061.000	144.900	10.500
Luxembourg	3.323.000	517.700	31.200
Malta	2.122.000	269.500	20.100
Netherlands	2.388.000	316.400	25.500
Poland	1.168.000	156.700	11.300
Portugal	1.505.000	201.100	13.800
Romania	1.048.000	136.200	10.400
Slovakia	1.593.000	219.700	15.700
Slovenia	1.989.000	258.300	18.900
Spain	1.913.000	237.800	17.900
Sweden	2.240.000	328.700	23.500
Great Britain	2.170.000	280.300	22.200
EU average	1.870.000	243.100	18.700

Source: Update of the Handbook on External Costs of Transport. Final Report. Report for the European Commission: DG MOVE. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014

Estimated costs per injury type in Poland are lower than the EU average.

⁴ Value of Statistical Life

Poland has a stricter drink-driving related law and the amount of alcohol tests per population is much higher than the EU average.

Synthesis

Safety position

- The fatality rate of Poland is higher than the EU average (around 77 fatalities per million population in 2015).

Scope of problem

- In Poland, the share of killed pedestrians is much higher than the EU average.
- Motorcyclists, youngsters and elderly people show the highest risk to be killed in a road accident.
- In Poland, fatalities in built-up areas are over-represented.
- Enforcement effectiveness in Poland is somewhat below or at the average level.
- More than 70% of the cars in Poland are older than 10 years, which is higher than the EU average.

Recent progress

- Between 2001 and 2015, the development was similar to the EU average rate, however there were increases in the years 2002, 2007 and 2011.
- Between 2001 and 2015, the number of fatalities decreased for all transport modes, but slightly increased for motorcyclists.
- The amount of speed tests per population increased in Poland during 2006 and 2015. A significant decrease in the percentage of speed offenders on rural roads has also been recorded between 2004 and 2015.
- The amount of alcohol tests per population in Poland increased between 2008 and 2015 and thus, the percentage of offenders recorded a significant reduction.

Remarkable road safety policy issues

- In 2013, the National Road Safety Council adopted a new National Road Safety Programme for the years 2013-2020, based on the Vision Zero approach.
- Poland improves its roads by high risk site treatment, road safety inspections and audits, as well as by safety impact assessment.
- The BAC limit in Poland is 0,2‰ for all road users, which is lower than in most EU countries.
- Seat-belt wearing rates in Poland are at the EU average.

References

1. CARE database (2017).
2. CIA database (2017).
3. DG-TREN (2010). Technical Assistance in support of the Preparation of the European Road Safety Action Program 2011-2020. Final Report. DG-TREN, Brussels.
4. European Commission website (2017a).
http://europa.eu/youreurope/citizens/vehicles/registration/formalities/index_en.htm
5. European Commission website (2017b).
<http://europa.eu/youreurope/citizens/vehicles/driving-licence/get-driving-licence/>
6. European Commission DG Move website (2017).
http://ec.europa.eu/transport/road_safety/index_en.htm
7. ETSC (2009). Boost the market for safer cars across Europe. + Background tables PIN Flash no. 13. ETSC, Brussels.
8. ETSC (2010). Road Safety Target in Sight: Making up for lost time. + Background tables 4th Road Safety PIN report. ETSC, Brussels.
9. ETSC (2014). Ranking EU progress on car occupant safety. + Background tables PIN Flash no. 27. ETSC, Brussels.
10. ETSC (2015). Enforcement in the EU-Vision 2020. + Background tables. ETSC, Brussels.
11. ETSC (2015). Making walking and cycling on Europe's roads safer. + Background tables PIN Flash no. 29. ETSC, Brussels.
12. ETSC (2015). Ranking EU progress on improving motorway safety. + Background tables PIN Flash no. 28. ETSC, Brussels.
13. ETSC (2016). How safe are the new cars sold in the EU? An analysis of the market penetration of Euro NCAP-rated cars. + Background tables PIN Flash no. 30. ETSC, Brussels.
14. ETSC (2016). How traffic law enforcement can contribute to safer roads. + Background tables PIN Flash no. 31. ETSC, Brussels.
15. Eurostat database (2017).
16. European Commission (2014). Handbook on External Costs of Transport. Final Report. Ricardo-AEA/R/ ED57769 Issue Number 1; 8th January 2014.
17. European Commission (2015). Road Safety in the European Union: Trends, statistics and main challenges. European Commission, Mobility and Transport DG, Brussels.
18. National Sources (2017): via national CARE experts and official national sources of statistics.
19. OECD/ITF (2014). Road Safety Annual Report 2014. OECD Publishing, Paris.
20. OECD/ITF (2015). Road Safety Annual Report 2015. OECD Publishing, Paris.
21. OECD/ITF (2015). Road Infrastructure Safety Management. OECD Publishing, Paris.
22. OECD/ITF (2016). Road Safety Annual Report 2016. OECD Publishing, Paris.
23. OECD/ITF (2017). Road Safety Annual Report 2017. OECD Publishing, Paris.
24. ROSE25 (2005). Inventory and compiling of a European good practice guide on road safety education targeted at young people. Final report. KfV, Vienna.
25. SUPREME (2007) Final Report Part F1. Thematic Report: Education and Campaigns. European Commission, Brussels.
26. Torfs, K., Meesmann, U., Van den Berghe, W., & Trotta M., (2016). ESRA 2015 – The results. Synthesis of the main findings from the ESRA survey in 17 countries. ESRA project (European Survey of Road users' safety Attitudes). Belgian Road Safety Institute, Brussels.
27. WHO (2013). Global status report on road safety 2013: supporting a decade of action. World Health Organisation, Geneva.
28. WHO (2015) Global status report on road safety 2015. World Health Organisation, Geneva.
29. UNECE database (2017).

Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents), EUROSTAT, ITF-IRTAD, National sources.

The full glossary of definitions of variables used in this Report is available at: http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in September 2017.

4. Average annual change is calculated with the power function between the first and last years:

[aac = (b/a)^{1/n}-1, where aac: annual average change, a: first year value, b: last year value, n: number of years].

5. Explanation of symbols in Tables:

n/a: not available

"-": not applicable (e.g. calculation cannot be performed)

6. This 2017 edition of Road Safety Country Overviews updates the previous version produced in 2012 within the EU co-funded research project [DaCoTA](#).

7. Disclaimer

This report has been produced by the National Technical University of Athens ([NTUA](#)), the Austrian Road Safety Board ([KFV](#)) and the European Union Road Federation ([ERF](#)) under a contract with the [European Commission](#). Whilst every effort has been made to ensure that the information presented in this report is relevant, accurate and up-to-date, the Partners cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

Any information and views set out in this report are those of the author(s) and do not necessarily reflect the official opinion of the Commission. The Commission does not guarantee the accuracy of the data included in this study. Neither the Commission nor any person acting on the Commission's behalf may be held responsible for the use that may be made of the information contained therein.

8. Please refer to this Report as follows:

European Commission, Road Safety Country Overview - Poland, European Commission, Directorate General for Transport, September 2017.

