

Poland



Structure and Culture

- **Basic data**

Table 1: Basic data of Poland in relation to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA; [5] national sources)

Basic data of Poland	European average
– Population: 38.2 million inhabitants (2010) [2]	17.1 million (2010) ^[1,2]
– Area: 312 700 km ² (2010) [3] (2.7% water) (2010)	156 225 km ² (2010) [1,3] 3% water (2010) [4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 4°C Average summer temperature (May to Oct.): 12°C Annual precipitation level: 797 mm	(2010) 6°C 16°C 747 mm
– Exposure: 188 billion km (2010) [5] 23 million vehicles (2010) (75% passenger cars, 12% lorries and trucks, 4% motorcycles) [1].	168 billion vehicle km (2010 ⁱⁱ) [1] 12 million vehicles (2010 ⁱⁱⁱ) [1, 2]
– 0.6 motorised vehicle per person (2010)	0.7 (2010 ^{iv}) [1,2]

- **Country characteristics**

Table 2: Characteristics of Poland in comparison to the European average. (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources)

Characteristics of Poland	European average
– Population density: 122 inhabitants/km ² (2010) [2]	110 inhabitants km ² (2010) ⁱ [1,2,3]
– Population composition (2010) [2]: 15% children (0-14 years), 71% adults (15-64 years), 14% elderly (65 years and over)	16% children, 67% adults, 17% elderly (2009 ^{iv}) [1,2]
– Gross Domestic Product (GDP) per capita: €9 600 (2010)[2]	€26 100 (2010) [1,2]
– 61% of population lives inside urban area (2010) [2]	42% (2010 ^v) [1,2]
– Special characteristics: The motorway network is developing dynamically. The Polish road network also contains 32% of unpaved roads.	

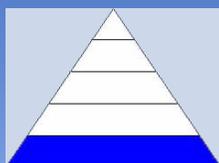
ⁱ Based on 30 European countries; data of HU = 2009.

ⁱⁱ Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).

ⁱⁱⁱ Based on 28 European countries (excl. CY and LT); data of EL, IT, PL, PT and UK = 2009; data of BE, EE, ES, RO and NO = 2008; data of IE = 2007; data of MT and SK (2002).

^{iv} Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).

^v Based on 29 European countries (excl. IS).



Poland has a high population density but a low number of vehicles per person.



Road Safety Country Overview-Poland

• Structure of road safety management

- Road safety management is centralised in Poland but also at a regional level, road safety programmes are developed.

The following key-actors are responsible for road safety (RS) management:

Table 3: Key actors per function in Poland. (Source: DG-TREN, 2005; 2010)

Key functions	Key actors
1. <ul style="list-style-type: none"> – Formulation of national RS strategy – Setting targets – Development of the RS programme 	<ul style="list-style-type: none"> – The Ministry of Transport: responsible for road safety and supervises the DG of National Roads and Motorways and the Chief Inspector of Road Transport; – The National Road Safety Council (NRSC): inter-ministerial body and lead agency for road safety; – Regional Road Safety Councils (in 16 regions): development of regional road safety programs.
2. Monitoring of the RS development in the country	<ul style="list-style-type: none"> – NRSC – Motor Transport Institute – The National Police Headquarters
3. Improvements in road infrastructure	<ul style="list-style-type: none"> – Ministry of Transport (national roads), – Ministry of Administration and regional authorities (regional roads), – Local authorities (lower class of roads), – City authorities (urban roads)
4. Vehicle improvement	<ul style="list-style-type: none"> – Ministry of Economy, Ministry of Transport, – Transport Technical Supervision, – Polish Chamber of Vehicle Check-up Stations, – Motor Transport Institute
5. Improvement in road user education	<ul style="list-style-type: none"> – Ministry of Transport (driver education), – Polish Federation of Driving Schools Associations, – Ministry of Education (children education), – Motor Transport Institute
6. Publicity campaigns	<ul style="list-style-type: none"> – NRSC; – DG of National Roads and Motorways; – Police – Local authorities and other stakeholders – NGO
7. Enforcement of road traffic laws	<ul style="list-style-type: none"> – Regional Chiefs of the police: main responsibility for road safety; – The National Police Headquarters: launch of national schemes, co-ordination of international actions.
8. Other relevant actors	<ul style="list-style-type: none"> – Regional and local road authorities; – Regional Road Safety Centres: drivers' examination centres and other road safety activities; – Private NGOs, e.g.: Motor Polish Association, Automobile Clubs, Road and Safety Association, Associations of Support for Road Accidents Victims; – Research organisations: the Motor Transport Institute, Gdansk University of Technology, Krakow University of Technology, Warsaw University of Technology, Road and Bridge Research Institute, the Institute of Forensic Research from Krakow.

Key actors for RS management in Poland are the Ministry of Transport and the National Road Safety Council.



Road Safety Country Overview-Poland

Compared to drivers in other countries, Polish drivers are much more supportive for higher BAC levels but less supportive for stricter speeding penalties.

- **Attitudes towards risk taking**

- Compared to drivers in other countries, Polish drivers report less often to break the speed limit, especially on motorways. However, as Poland had not many motorways at the time of the survey, a lot of drivers may have never used such roads.
- A much vaster amount of drivers in Poland than drivers in other countries are in favour of higher speeding penalties and lower BAC levels.
- The probability of being checked is perceived by Polish drivers as somewhat lower than by drivers in other countries.

Table 4: Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)

	Poland	SARTRE average
Self-reported driving behaviour	% of drivers that show behaviour often or more	
Too close following	3%	9%
Inappropriate overtaking	51%	5%
Exceeding speed limit on motorways	12%	25%
Exceeding speed limit on main inter-urban roads	13%	18%
Exceeding speed limit on country roads	11%	13%
Exceeding speed limit in built-up areas	7%	8%
Support of higher stricter legislation	% of drivers that support stricter legislation	
Higher penalties for speeding offences	46%	60%
Higher penalties for drink -driving offences	87%	88%
Lower BAC levels	95%	8%
Perceived probability of being checked	% of drivers that believe that probability is high	
Speeding	14%	18%
Alcohol use	2%	9%

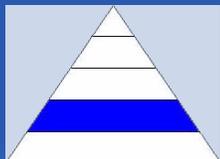
Legend

(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



Road Safety Country Overview-Poland



Poland has a target of 50% reduction in fatalities in 2013 compared to 2003.

Programs and measures

- **National strategic plans and targets**

- In 2005, the Polish government adopted the revised National Road Safety Programme GAMBIT 2005, which covers the period to 2013. A new plan, covering the period 2013-2020 is in preparation.
- Targets (referred to 2003):

Table 5: Road safety targets for Poland.

Year	Fatalities
2013	-50% Max. 2 800

- Priority topics/objectives:
 - build a basis for an effective and long-term road safety policy;
 - develop safe road user behaviour;
 - protect pedestrians, children and cyclists;
 - build and maintain safe road infrastructure;
 - reduce accident severity

(Source: national sources)

- **Road infrastructure**

Table 6: Description of the road categories and their characteristics in Poland (Source: TiS.PT, 2003; national sources)

Road type	Speed limit (km/h)
Urban roads	50/60
Rural roads	90/100/120
Motorways	140

- Special rules for:
 - Light motorcycles (A1; until 18 years): max. 80 km/h [3]
- Guidelines and strategic plans for infrastructure are available in Poland. From 2008, roads are rated with the EuroRAP method.

Table 7: Obligatory parts of infrastructure management in Poland and other European countries. (Sources: [1] DG-TREN, 2010; [2] national sources)

Obligatory parts in Poland:	European countries with obligation
Safety impact assessment: yes	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black spot treatment: yes	47% ^{vi}

- Recent road infrastructure improvements were directed at:
 - Developing and modernising the existing road network
 - Traffic calming measures in urban areas and on major roads passing through small towns
 - Black spot treatment

(Source: DG-TREN, 2010; national sources)

Poland improves its roads mainly by black spot treatment and road inspections.



^{vi} Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).

Road Safety Country Overview-Poland

Traffic laws and regulations

Table 8: Description of the regulations in Poland in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008)

Regulations in Poland	Most common in Europe (% of countries)
Allowed BAC level: 0.2‰; – Novice drivers: 0.2‰; – Professional drivers: 0.2‰.	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held phoning: prohibited. – Hands free: allowed	Not allowed (97%) [2,3] -
Use of restraint systems: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory	Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: not obligatory	Obligatory (all countries) Obligatory (all countries) Recommended (25% ^{vii}) [2,3]
– New cars have to be fitted with dedicated day time running lights. [4] – A demerit point system is in place [3].	

The BAC limit in Poland is 0.2‰ for all road users.

Enforcement

Table 9: Effectiveness of enforcement effort in Poland according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)

Issue	Score for Poland	Most common in Europe (% of countries)
Speed legislation enforcement	5	7 (35%)
Seat-belt law enforcement	7	7 (43%) ^{viii}
Child restraint law enforcement	6	6 (27%) ^{ix}
Helmet legislation enforcement	8	9 (39%) ^{ix}

Enforcement effectiveness in Poland is somewhat below or at an average level.

Table 10: Performance of enforcement effort in Poland according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010; national sources)

Issue	Score for Poland	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Is improving	Is improving (79%) ^x
Seat belt use	Is improving	Is improving (52%) ^{xi}



^{vii} Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

^{viii} Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).

^{ix} Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).

^x Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).

^{xi} Based on data of 25 countries (excl. BG, CH, IS, NO and RO).

Road Safety Country Overview-Poland

• Road user education and training

Table 11: Road user education and training in Poland, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011; [3] national sources)

Education and training in Poland	Most common in Europe (% of countries)
General education programmes: <ul style="list-style-type: none"> – Primary school: compulsory – Secondary school: compulsory – Other groups: voluntary (e.g. elderly) 	Compulsory (65% ^{xii}) Compulsory (50% ^{xiii}) [1,2] -
Driving licences thresholds: <ul style="list-style-type: none"> – Passenger car: 16 years (B1), 18 years (B) – Motorised two wheeler: 16 years (A1), 18 years (A) – Buses and coaches: 21 years – Lorries and trucks: 18 years [2] 	18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76% ^{xiv}) 21 years (79% ^{xv}) [2,3]

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

• Public campaigns

Table 12: Public campaigns in Poland, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)

Campaigns in Poland	Most common issues in Europe (% of countries)
Organisation: <ul style="list-style-type: none"> – National Road Safety Council; – DG for National Roads and Motorways; – Police. – Local authorities and other stakeholders – NGO 	
Main themes: <ul style="list-style-type: none"> – Drink-driving – Seat-belt – Speeding – Lighting and visibility – “Road of trust” – Road safety exam for school children. 	Drink-driving (83%) Seat-belt (73%) Speeding (53%)



^{xii} Based on data of 26 countries (excl. BG, CH, NO and RO).

^{xiii} Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).

^{xiv} Based on data of 29 countries (excl. NO).

^{xv} Based on data of 28 countries (excl. IE and NO).

Road Safety Country Overview-Poland

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

- Vehicles and technology (national developments)**

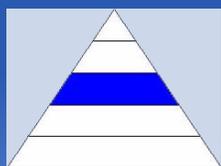
Table 13: Developments of vehicles and technology in Poland, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: 3-2-1-1 etc. year Taxi's, driver training vehicles: every 12 months	Every 12 months (41%)
Motorcycles: 3-2-1-1 etc. year	Every 12 months (35%)
Buses or coaches (> 15 seats): 12-6-6 etc. months Commercial person transport from 5 people or more: every 12 months	Every 12 months (41%)
Lorries or trucks: 3-2-1-1 etc. year (<3.5 ton) Vehicles carrying hazardous materials: every 12 months	Every 12 months (41%) ^{xvi}



^{xvi} Based on data of 17 countries (excl.BG, CH, CY, CZ, EE, HU,LT, MT, NO, RO, SI, SK).

Road Safety Country Overview-Poland



Although the amount of speed tests per population increased in Poland, only a decrease in mean speed was observed on urban roads.

The amount of alcohol tests per population was in Poland much lower than the European average but has increased.



Road Safety Performance Indicators

• Speed

Table 14: Number of speed checks in Poland versus the European average (Source: ETSC, 2010; national sources)

Measure	2006	2011	% change	European average (2008)
Number of tests/1000 population	28	39	39%	90.8 ^{xvii}

Table 15: Percentage of speed offenders per road type in Poland compared to the European average (Source: ETSC, 2010)

Road type	2004	2008	Average annual change	European average
Motorways	Not available	Not available	Not available	Not available
Rural roads	65%	70%	8%	Not available
Urban roads	80%	81%	2%	Not available

Table 16: Mean speed per road type in Poland compared to the European average (Source: ETSC, 2010)

Road type	2004	2008	Average annual change	European average
Motorways	Not available	Not available	Not available	Not available
Rural roads	88 km/h	92 km/h	4%	Not available
Urban roads	64 km/h	51 km/h	-20%	Not available

• Alcohol

Table 17: Road side surveys for drink-driving in Poland compared to the European average (Source: ETSC, 2010; national sources)

Measure	2008	2010	Average annual change	European average (2008)
Number of tests/1000 population	47	88	37%	145.8 ^{xviii}
% tested over the limit	9.5%	5%	-27%	Not available

^{xvii} Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).

^{xviii} Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview-Poland

More than 70% of the cars in Poland is older than 10 years, which is much more than the European average.

Seat-belt wearing rates are lower in Poland than the average in Europe; there is no information in helmet use.

• Vehicles

Table 18: State of the vehicle fleet in Poland compared to the European average (Source: ETSC, 2009; Eurostat)

Vehicle fleet in Poland	European average
Cars per age group (2009): <ul style="list-style-type: none"> - 5% ≤ 2 years, - 7% 2 to 5 years, - 18 % 6 to 10 years, - 70% > 10 year. 	Passenger cars (2009) ^{xix} 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): <ul style="list-style-type: none"> - 5 stars: no information - 4 stars: no information - 3 stars: no information - 2 stars: no information 	49% 35% 6% 1% ^{xx}

• Protective systems

Table 19: Protective system use in Poland versus the average in Europe (Source: Vis & Eksler, 2008; national sources; ETSC, 2010)

Use of protective systems in Poland	European average
Daytime seat belt wearing in cars and vans (2008): <ul style="list-style-type: none"> - No information on % front - 78% driver - 81% front seat passenger - 51% rear seat passenger - 86% child restraint systems 	(2007) 85% front ^{xxi} , Not available Not available 60% rear ^{xxii} , Not available
Helmet use (2004): <ul style="list-style-type: none"> - 90% motor riders, - no information % moped riders, - <1 % cyclists 	Not available Not available Not available



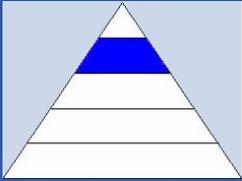
^{xix} Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).

^{xx} Based on data of 27 countries (excl. CY, IS and MT).

^{xxi} Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)

^{xxii} Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview-Poland



Road Safety Outcomes

- General positioning

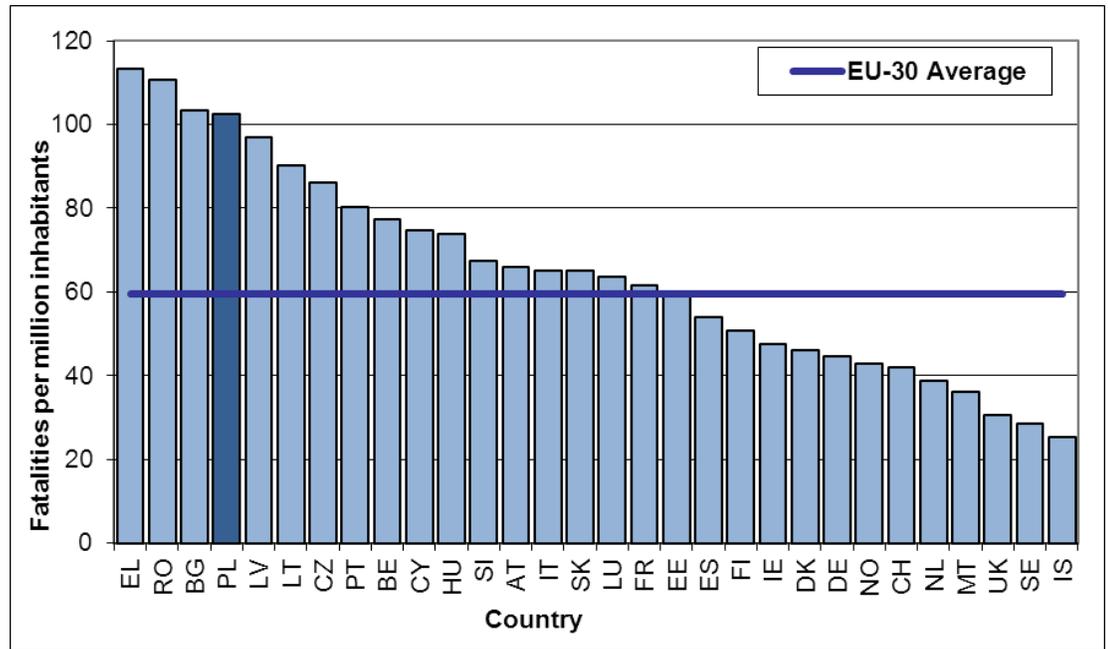


Figure 1: Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).

The fatality rate in Poland is above the European average; the decline is going somewhat faster than average last years.

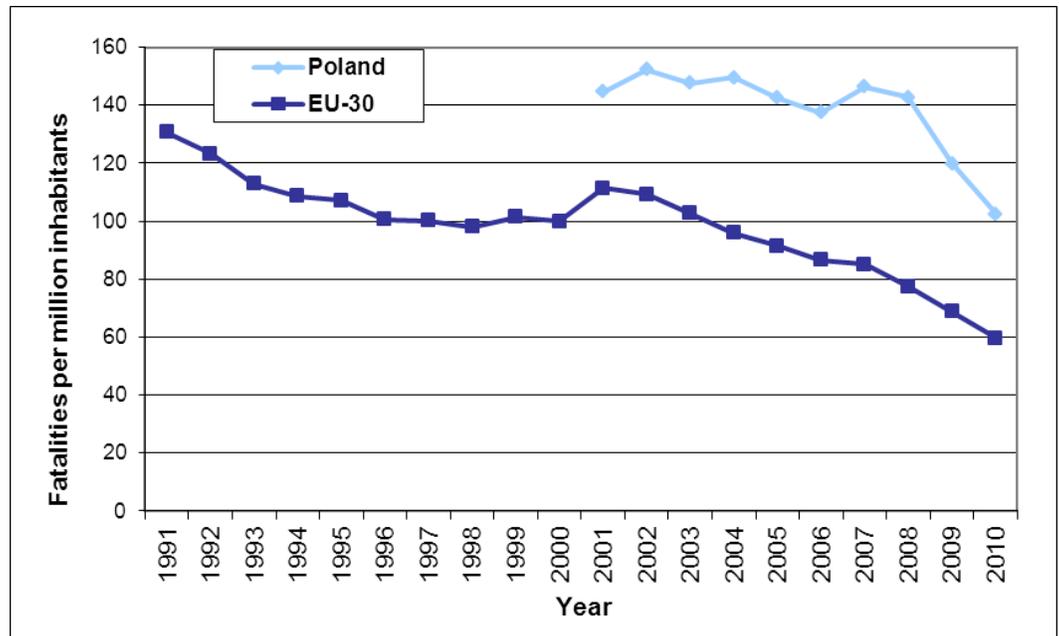


Figure 2: Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).



Road Safety Country Overview-Poland

In Poland, more pedestrians and cyclists but less motorcyclists than average in Europe die in a road crash.

Poland has a relative high share of fatalities among 50 to 64 year people.

In Poland, somewhat more fatalities happen in rural areas as in urban areas.



• Transport mode

Table 20: Reported fatalities by mode of transport in Poland compared to the European average of the last year available (Source: CARE, national sources).

Transport mode	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxiii})
Pedestrians	1 866	1236	-4%	32%	18%
Car occupants	2 438	1853	-3%	47%	47%
Motorcyclists	169	259	6%	7%	13%
Mopeds	63	83	5%	2%	2%
Cyclists	610	280	-8%	7%	5%
Bus/coach occupants	59	14	-6%	<1%	<1%
Lorries or truck occupants	243	142	-5%	4%	4%

• Age, gender and nationality

Table 21: Reported fatalities by age, gender and nationality in Poland versus the European average of the last year available (Source: CARE, national sources).

Age and gender	2001	2010	Average annual change	% in 2010	European average (2009 ^{viii})
Females					24%
0-14 years	110	50	-7%	1%	1%
15 – 17 years	68	37	-4%	1%	1%
18 – 24 years	165	111	-3%	3%	4%
25 – 49 years	399	232	-5%	6%	7%
50 – 64 years	206	183	<-1%	5%	3%
65+ years	374	300	-2%	8%	7%
Males					75%
0-14 years	152	62	-5%	2%	2%
15 – 17 years	136	85	70%	2%	2%
18 – 24 years	728	560	8%	14%	13%
25 – 49 years	1 908	1188	-5%	30%	31%
50 – 64 years	745	741	1%	19%	12%
65+ years	533	430	-2%	11%	12%
Nationality of driver or rider killed					
National	2335	1825	2%	99%	Not available
Non-national	53	34	-	1%	Not available

• Location

Table 22: Reported fatalities by location in Poland compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.

Location	2001	2009	Average annual change	% in 2009	European average (2009 ^{viii})
Built-up areas	2528	1812	-3%	46%	33%
Rural areas	2949	2067	-4%	53%	49%
Motorways	57	28	n.a.	n.a.	5%
Junctions	934	585	-5%	15%	12%

^{xxiii} Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview-Poland

Poland has a much lower share of single vehicle crash fatalities than on average in Europe.

• Lighting and weather conditions

Table 23: Reported fatalities by lighting and weather conditions in Poland compared to the European average of the last year available (Source: CARE, national sources).

Conditions	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxiv})
Lightning conditions					
During daylight	2 788	2023	-3%	52%	55%
During nighttime	2 244	1529	-4%	39%	39%
Weather condition					
While raining	692	511	-2%	13%	10%

• Single vehicle crashes.

Table 24: Reported fatalities by type in Poland compared to the European average of the last year available (Source: CARE, national sources).

Crash type	2001	2010	Average annual change	% in 2010	European average (2009 ^{xxv})
Single vehicle crash	1236	901	8%	23%	40%

• Under-reporting of casualties

- Fatalities: 92 to 97% (estimated for 2009-2011).
- Hospitalised: no information.

(Source: national sources)



^{xxiv} Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

^{xxv} Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview-Poland

- Risk figures

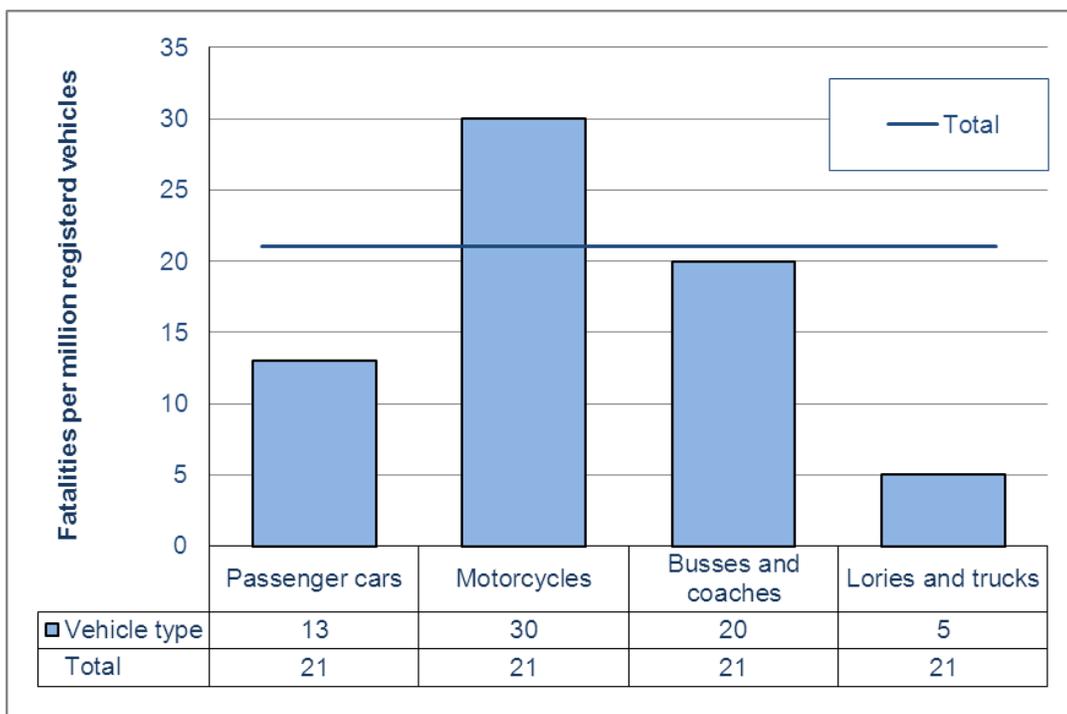


Figure 3: Fatalities by vehicle type for Poland in 2009 (Sources: national sources).

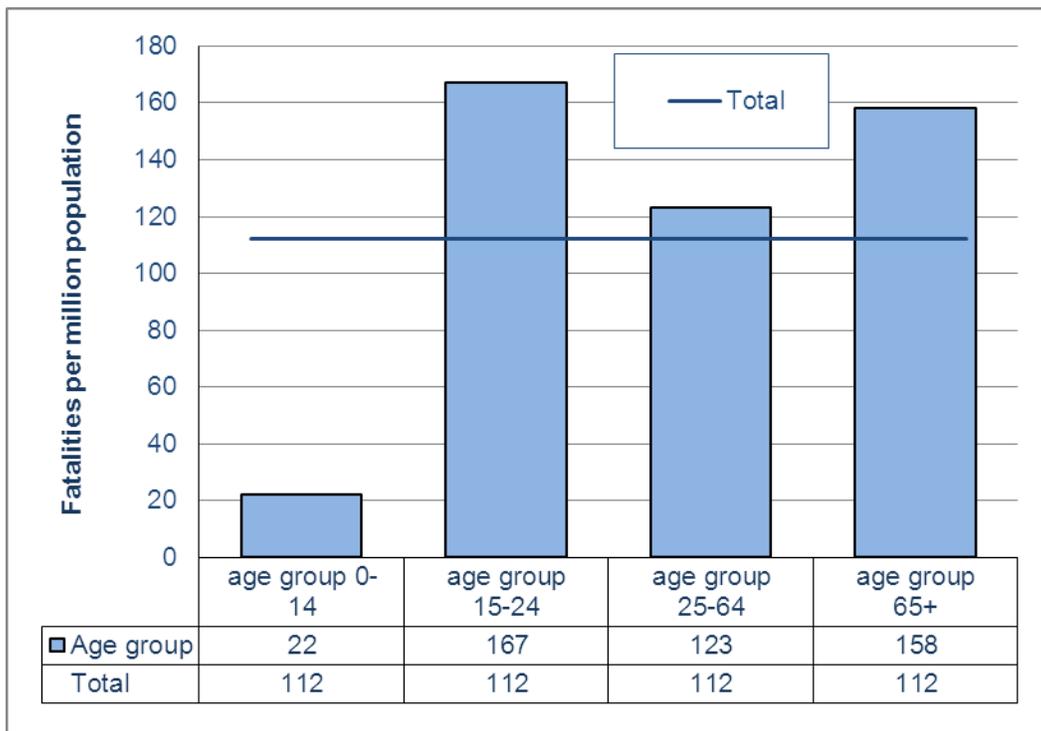
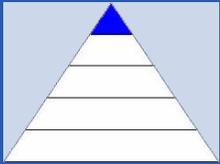


Figure 4: Fatalities in Poland by population in 2009 (Sources: CARE, IRTAD).

Motorcycles have the highest risk in Poland; children have a relative low risk in Poland.



Road Safety Country Overview-Poland



Social Cost

- Total costs of road crashes: 4.5 to 7 billion Euro (19 to 30 billion PLN)
- Percentage of GDP: 1.4 – 2.2%

(Source: national sources)

Table 25: Cost (in million Euro) per injury type in Poland versus the European average (Sources: Bickel et al., 2006; national sources).

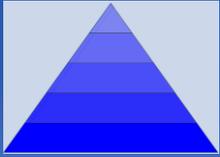
Injury type	Value (2011)	European average (2002) ^{xxvi}
Fatal	0.4 - 0.7	1.28
Injured	0.05 – 0.2	-
Hospitalised	No information	0.18
Slightly injured	No information	0.02

Estimated costs for road injuries are lower in Poland than on average in Europe.



^{xxvi} Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

Road Safety Country Overview-Poland



Poland has one of the largest number of road fatalities per number of inhabitants; the country is putting a lot of effort in modernising the road network and building motorways.



Synthesis

- **Safety position**

- The fatality rate in Poland is one of the highest of Europe.

- **Scope of problem**

- In Poland, more pedestrians and cyclists than average in Europe die in a road crash; motorcycles have the highest risk.
- Poland has a relative high share of fatalities among 50 to 64 year people; adolescents and elderly people show also the highest risk to die in a road crash.
- In Poland, somewhat more fatalities happen in rural areas than in urban areas.
- Enforcement effectiveness in Poland is somewhat below or at an average level. Especially the amount of alcohol tests per population was in Poland much lower than the European average.
- Seat-belt wearing rates are lower in Poland than the average in Europe.
- More than 70% of the cars in Poland is older than 10 years, which is much more than the European average.

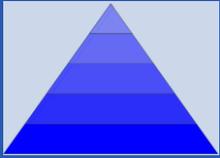
- **Recent progress**

- In general, the decline in fatalities per population is going not so fast than on average in Europe, except for the last years (2008-2010).
- Between 2001 and 2010, the number of fatalities decreased for all vehicle modes, but increased for motorcycles and mopeds.
- Although the amount of speed tests per population increased in Poland, speed and speed offenders increased as well on most roads, only a decrease in mean speed was observed on urban roads (all data until 2008). There is no information on more recent developments regarding speeds.
- The daytime seatbelt wearing rate on front seats of passenger cars and vans increased between 2002 and 2008.

- **Remarkable road safety policy issues**

- Since the late 1960s, Poland has had a BAC limit of 0.2‰ for all road users, while a lot of countries have a limit of 0.5‰. Drink driving is commonly considered the main cause of road accidents (which is not true).
- Over the last decade, Poland has been modernising its road network and building new roads quite quickly (including motorways).
- Poland has compulsory traffic education classes in primary schools and those younger than 18 have to have a bicycle license unless they have some other driving or riding license.

Road Safety Country Overview-Poland



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