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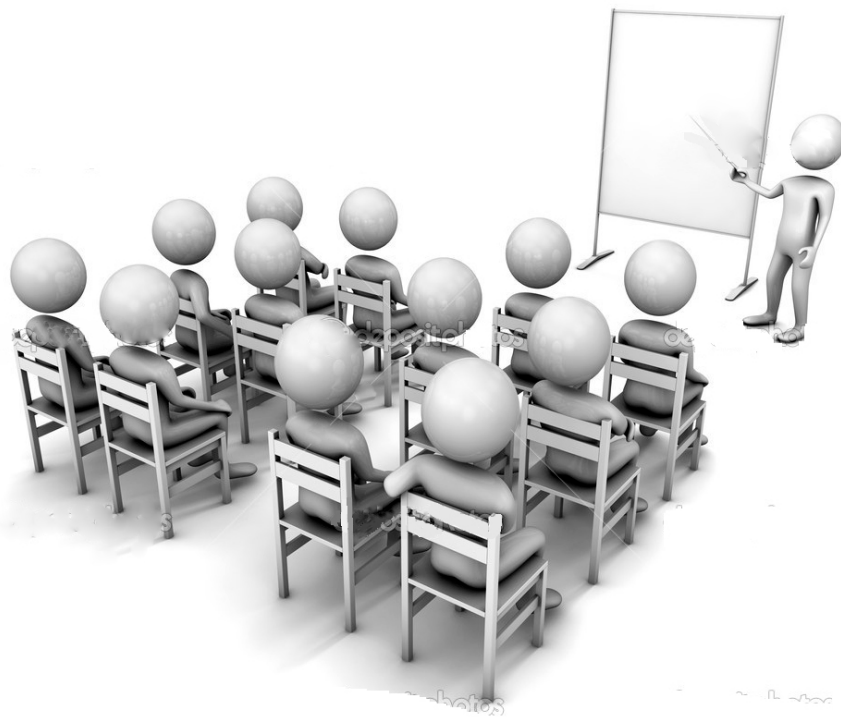
ROAD SAFETY IN POLAND **MOTORCYCLE AND MOPED RIDERS**

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CONTENT:



- 1. The development of motorization in Poland;**
- 2. The state of road safety in Poland;**
- 3. Motorcycle and moped riders safety;**
- 4. Short summary.**





SOME BASIC FACTS ABOUT POLAND

Area: 312 685 km²

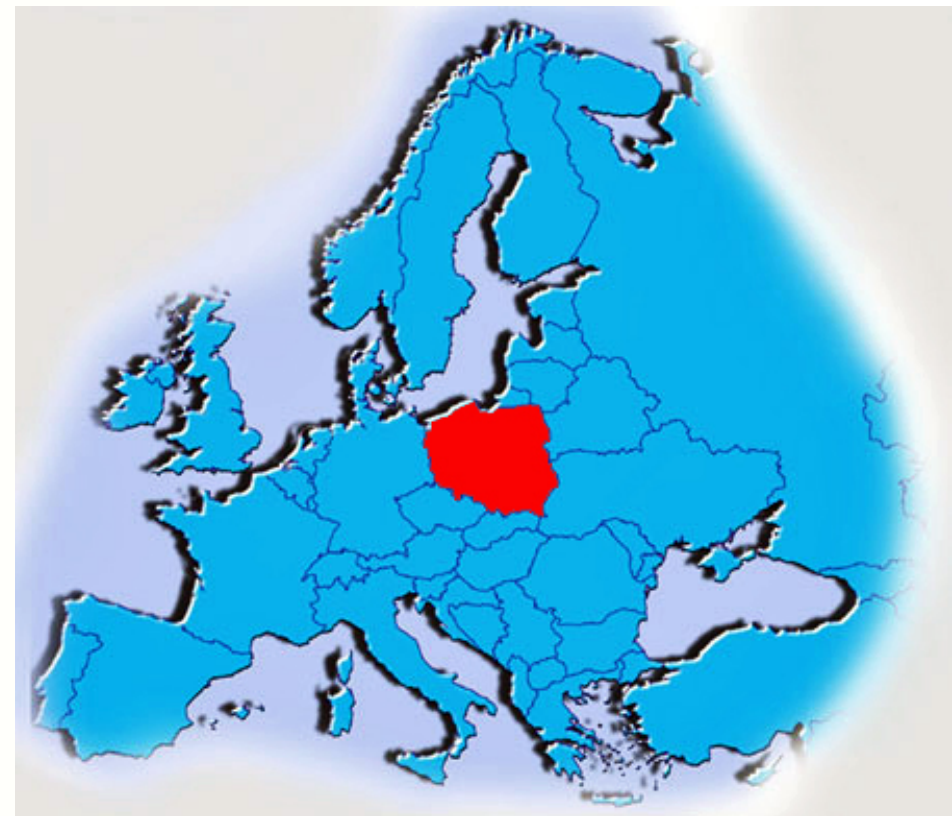
Population: 38.2 m (the EU's sixth largest country by population)

Road network (*Hard surface*): 280 719 km

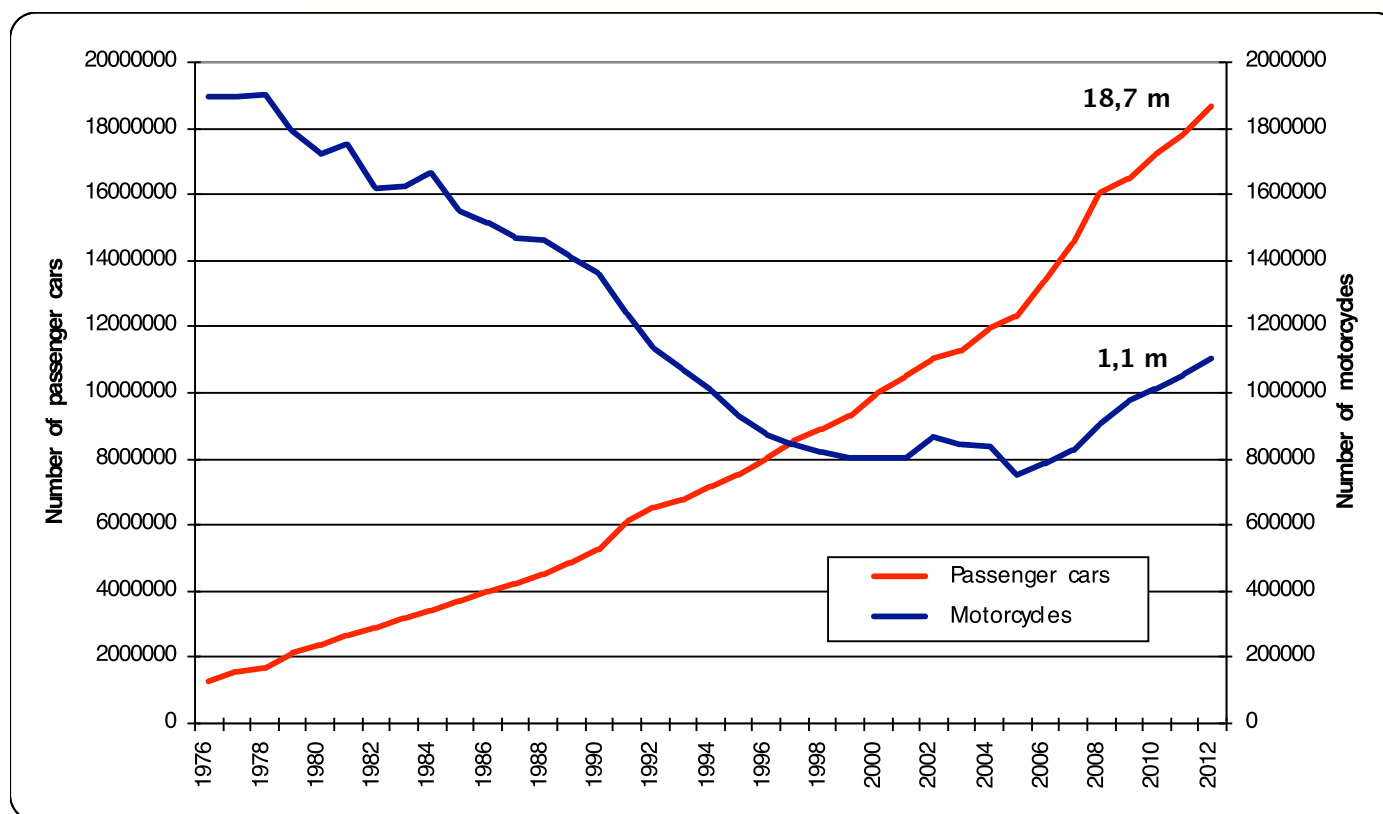
Number of vehicles registered: 24 m

Car ownership:

481 passenger cars / 1000 population



THE DEVELOPMENT OF MOTORIZATION IN POLAND 1976 - 2012



In 2012



77,5%

of all vehicles;



4,6%

of all vehicles;

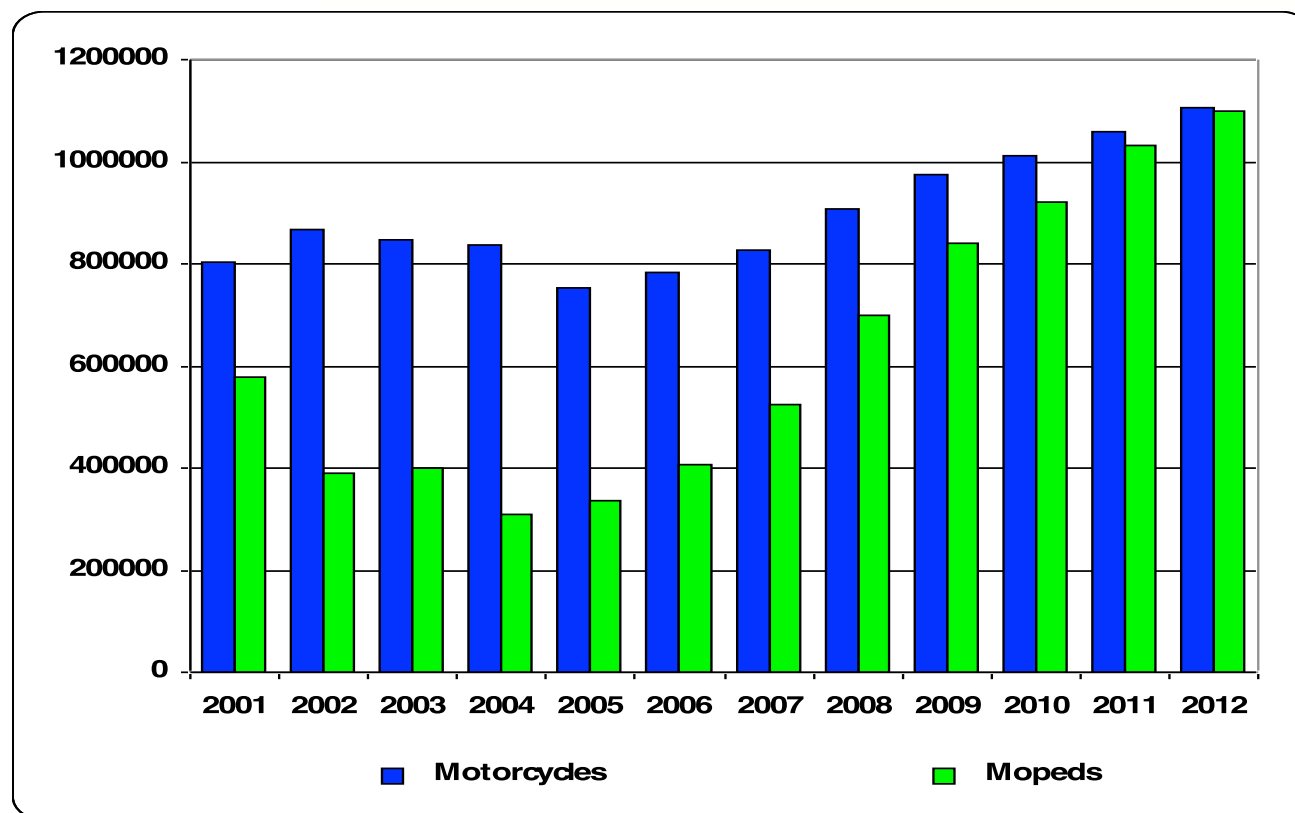


4,5%

of all vehicles.

Source: Polish Central Statistical Office (2013)

NUMBER OF REGISTERED MOTORCYCLES AND MOPEDS IN POLAND 2001 - 2012



2001 - 2012



+ 78 %



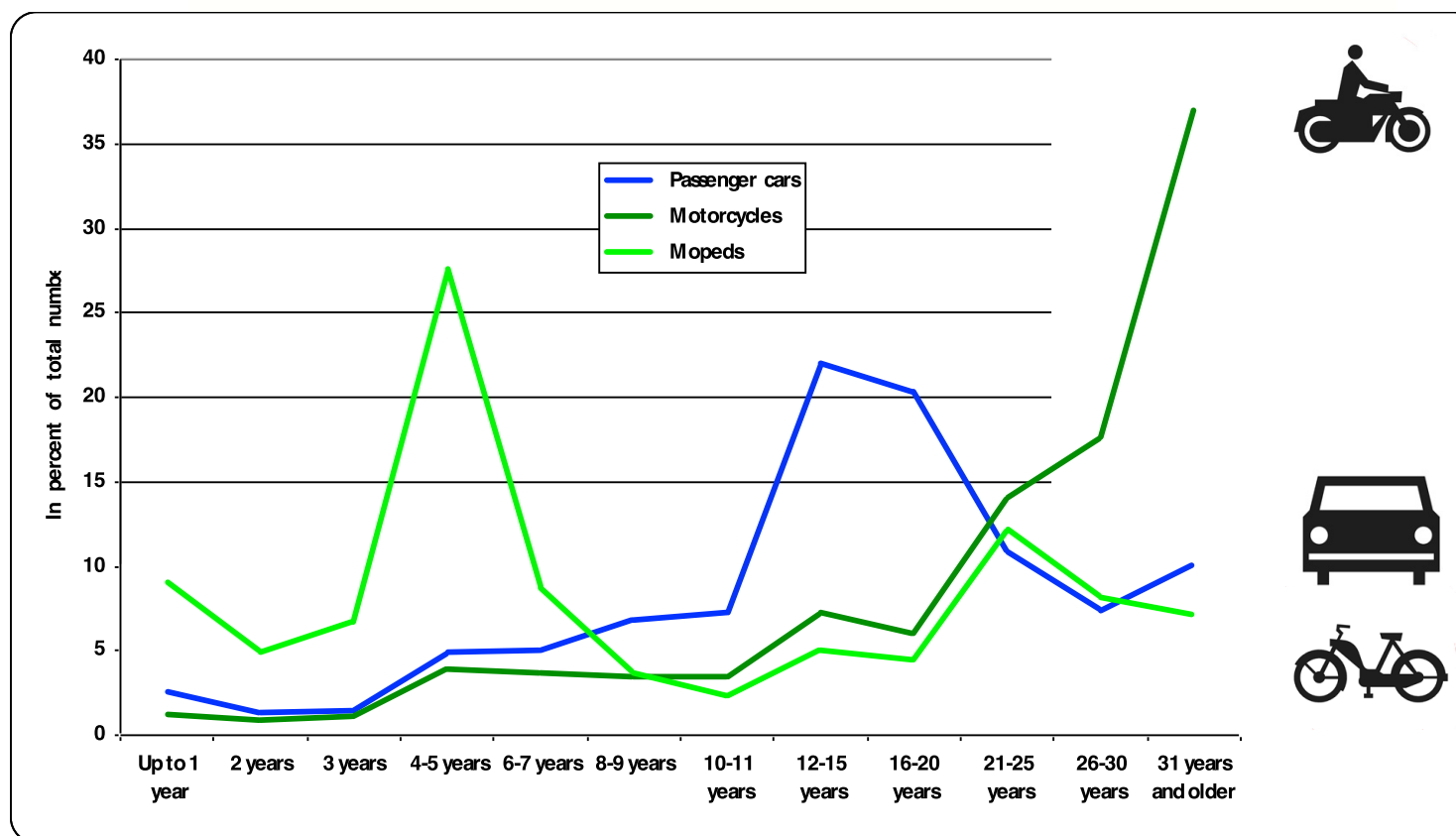
+ 38 %



+ 90 %

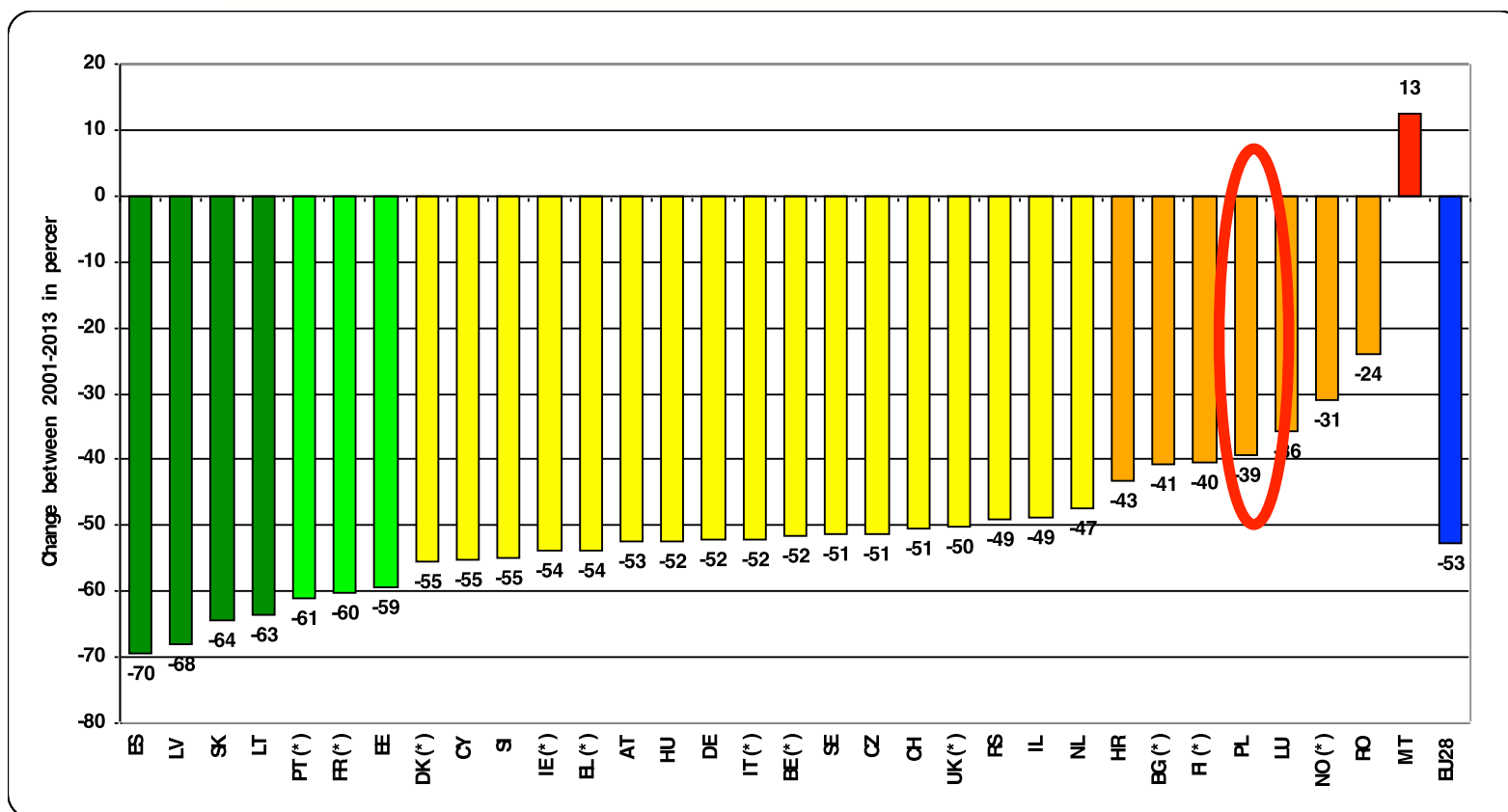
Source: Polish Central Statistical Office (2013)

PASSENGER CARS, MOTORCYCLES AND MOPEDS BY AGE GROUPS IN 2012



Source: Data according to the Central Register of Vehicles kept by the

ROAD DEATHS AND PERCENTAGE CHANGE IN ROAD DEATHS BETWEEN 2001 AND 2013

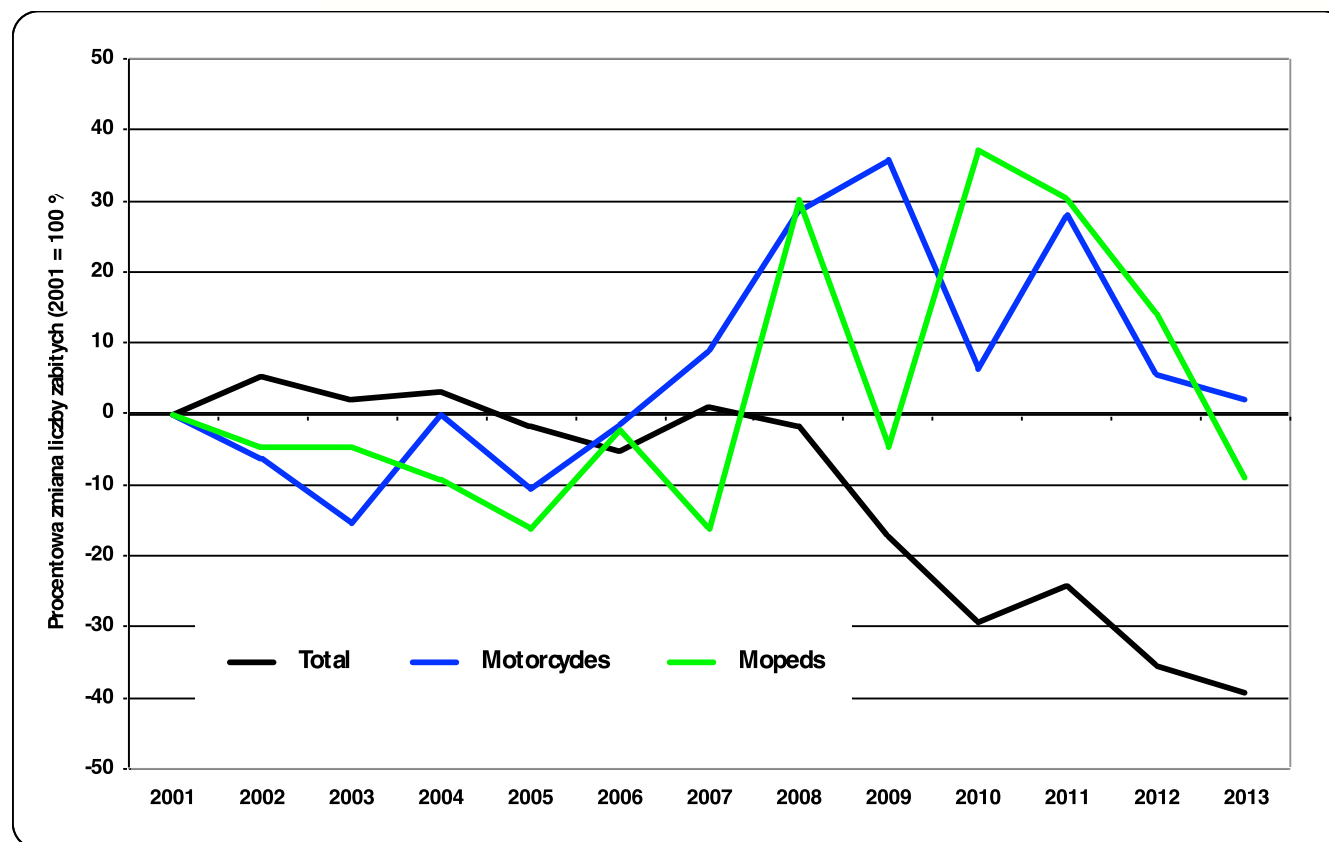


(*) Provisional data

Source: ETSC (2014): PIN Flash 28 Ranking EU progress on Road Safety



PERCENTAGE CHANGE IN KILLED BETWEEN 2001 AND 2013 BY TYPE OF VEHICLE



2001-2012

Total: - 39, 3%



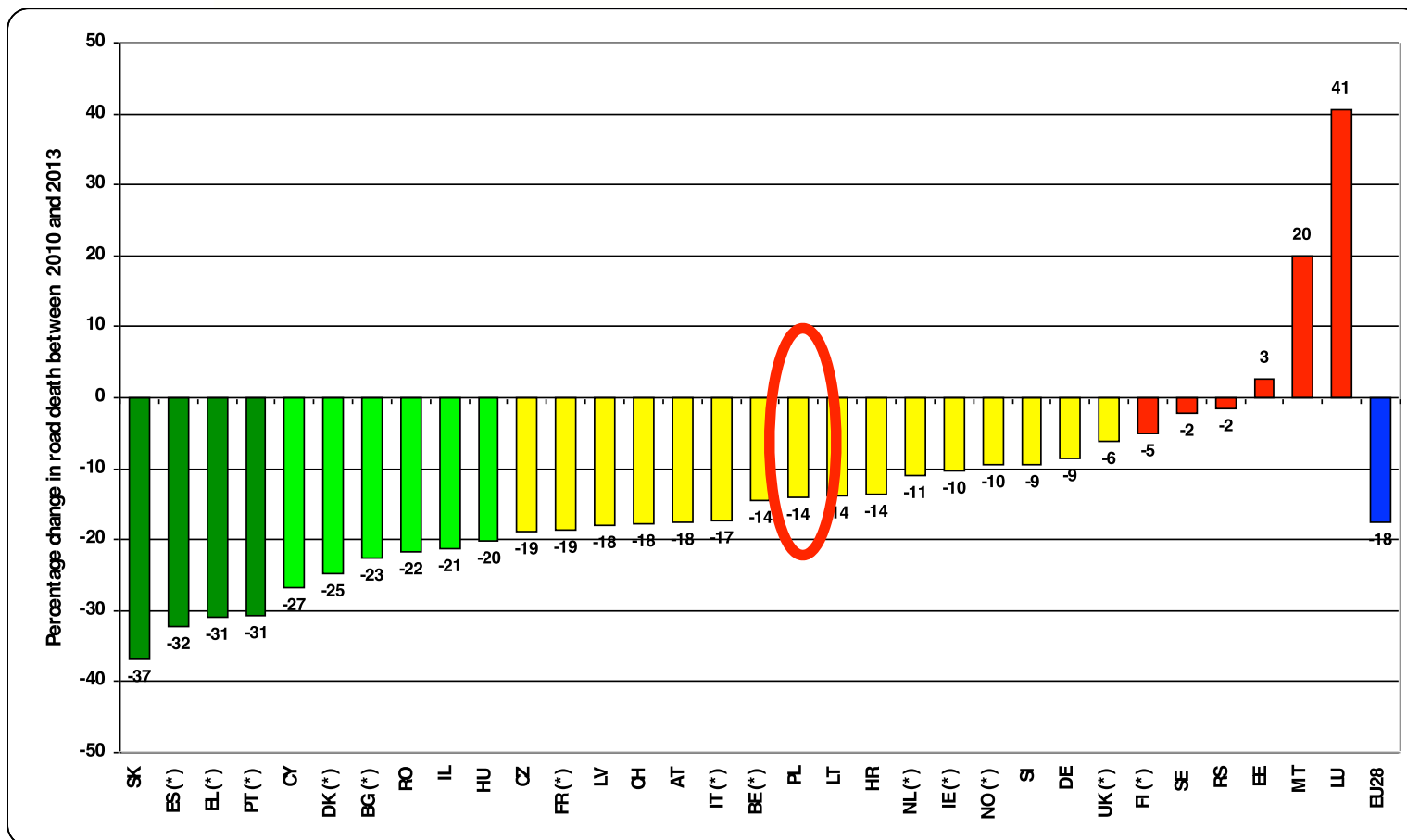
+ 2,1%



- 9,3%



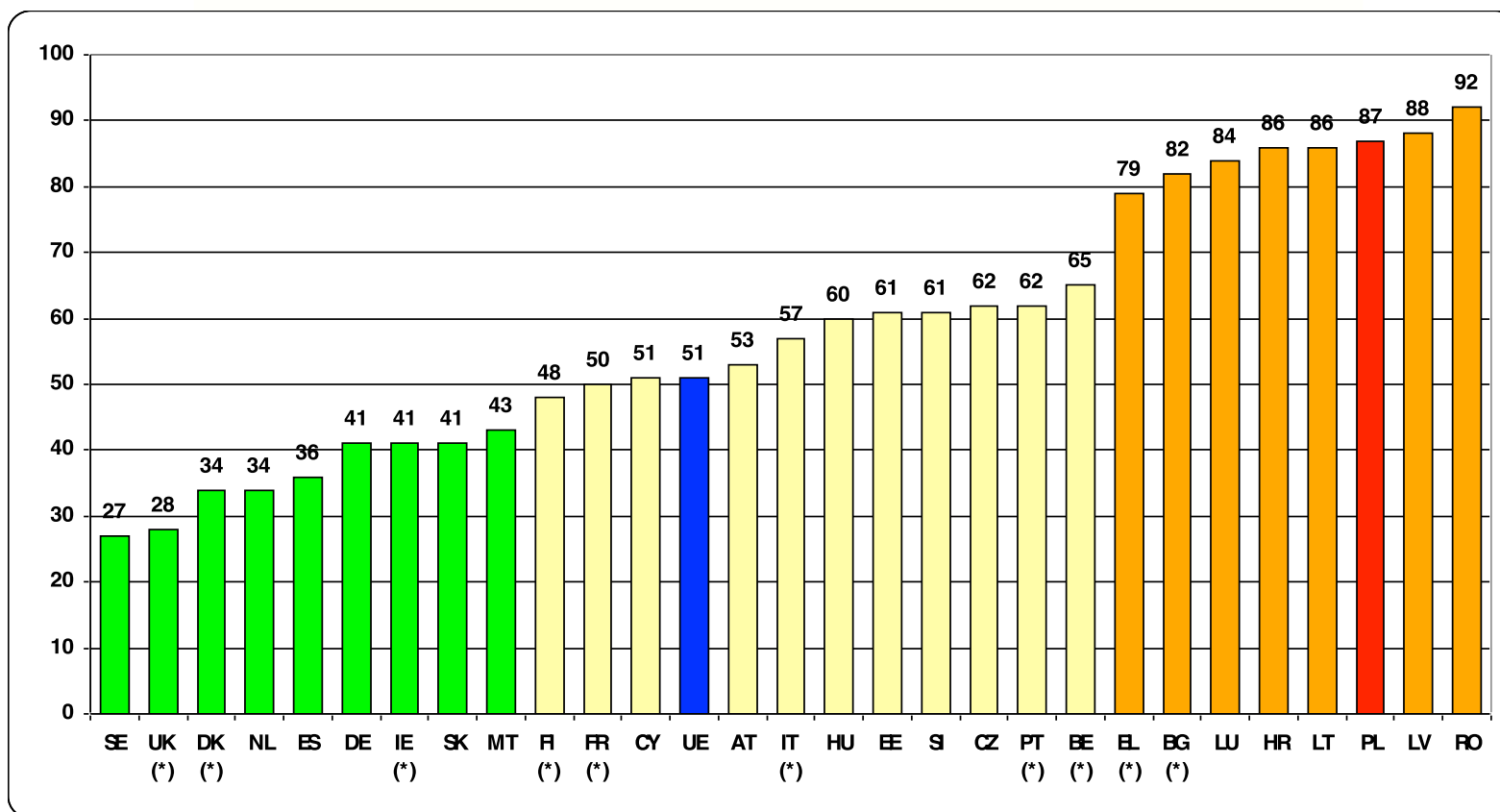
PERCENTAGE CHANGE IN ROAD DEATHS BETWEEN 2010 AND 2013



(*) Provisional data

Source: ETSC (2014): PIN Flash 28 Ranking EU progress on Road Safety

ROAD DEATHS PER MILLION INHABITANTS IN 2013



(*) Provisional data

Source: ETSC (2014): PIN Flash 28 Ranking EU progress on Road Safety

PERCENTAGE OF MOTORCYCLE AND MOPED RIDERS INVOLVED IN ROAD ACCIDENTS IN POLAND IN 2013



Accidents: 3,3%

Killed: 6,4%

Injured: 2,6%



Accidents: 3,0%

Killed: 1,7%

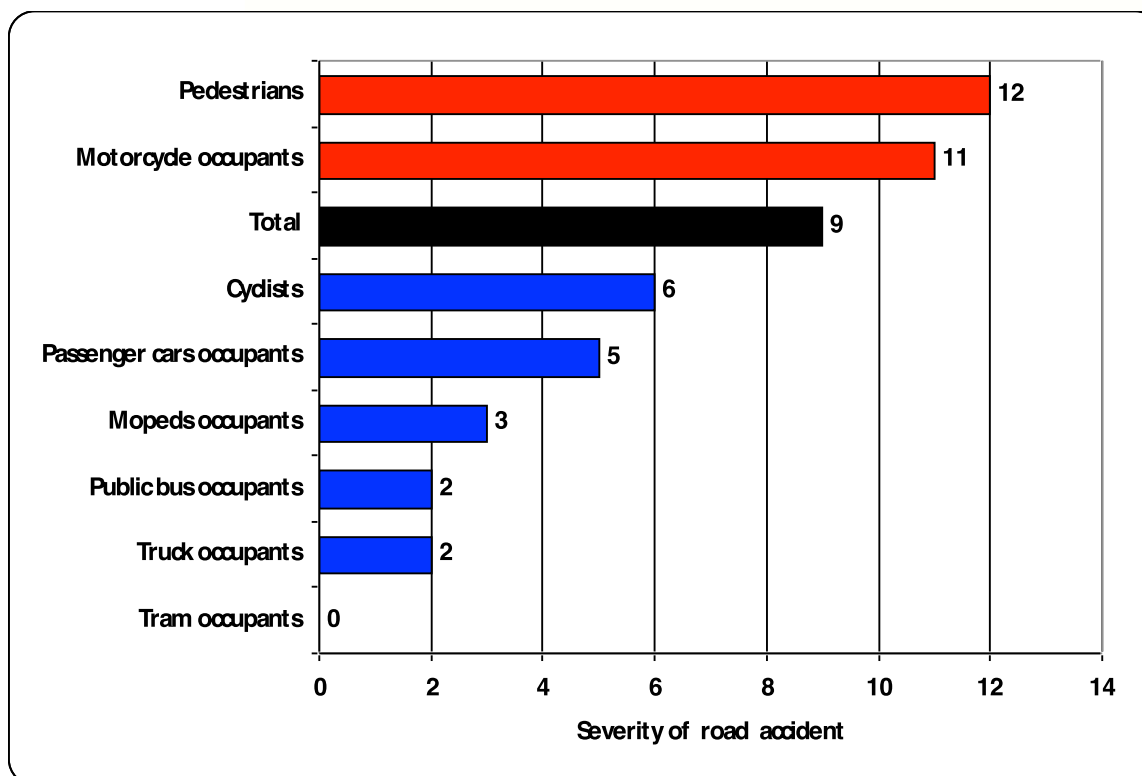
Injured: 2,6 %

Main causes:

- going too fast for the conditions;
- illegal overtaking;
- failure to maintain a safe distance

- going too fast for the conditions;
- failure to give way;
- poor turn.

SEVERITY OF ROAD ACCIDENTS IN POLAND IN 2013 BY TYPE OF VEHICLE



Severity of accidents: number of fatalities in a group of users of a specific vehicle per 100 accidents involving these users.

USE OF SAFETY EQUIPMENT BY MOTORCYCLISTS



Q: When driving a motorcycle on an average journey, how often do you wear ...?

	Always	Very often
Helmet	82,7 %	7,0 %
A technical motorcycle jacket	34,1 %	11,7 %
Back protection equipment	17,5 %	5,5 %
Technical motorcycle shoes / boots	28,3 %	9,2 %

RECENT CHANGES IN THE REGULATIONS

Polish Parliament 2014-06-26: Those who have had a B category driving license for 3 years will be allowed to ride motorcycles up to 125 cc both with automatic and manual gearbox.

Until now no additional exam was required of B category driving license holders to ride small two wheelers, i.e. mopeds and scooters (max 50 cc) for which an AM category driving license is required.





SHORT SUMMARY

Poland's government road safety programmes address the risks to motorcyclists very superficially. There are no specific measures to improve the safety of these road users.



There is a lot to suggest that Polish public opinion on motorcyclists has been influenced by a 2009 campaign organised by National Police “Spring is coming, expect vegetables”.



SHORT SUMMARY (2)

The risks to motorcyclists in road traffic become the topic of mainstream public discussion when the motorcycle season begins, there has been a road accident attracting media attention or changes in traffic regulations. The tone is set by themes such as: risks caused by motorcyclists, motorcyclist bravado, conflict with car drivers.

Attempts to change the image of motorcyclists are mainly taken by non-governmental organisations.



Jednym Śladem Foundation (2013): Campaign “There are motorcyclists among us”