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**NATIONAL ROAD  
SAFETY COUNCIL  
REPUBLIC OF POLAND**

# **National Road Safety Program GAMBIT 2000 – 2005 - 2007**

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Ministry of Infrastructure**



## TARGET PROGRAMMES

- Elimination of qualitative targets (Kelvin)
- Numeric targets specified in time
- The first countries: Japan, Sweden, the Netherlands, Canada, Australia
- WHO - 25% of crashes in 2000
- EU Time to decide - 50% fatalities by 2010
- Denmark - 45% of crashes in 2000

## THE SWEDISH 'VISION ZERO' PROGRAMME

- 1997 – decision of the Parliament
- Motto of the Programme
- **Human body as the main criterion**
- **30 km/h zones**

# PEDESTRIAN'S CHANCES OF SURVIVAL IN A CAR CRASH





# **MAIN CONCEPTS OF THE 'VISION ZERO' PROGRAMME**

- Educated road user
- Forgiving road
- Safe vehicle
- Effective rescue system

# **THE DUTCH SUSTAINABLE SAFETY PROGRAM**

Underlying philosophy

- The human is the measure of all things
- Prevention is better than cure

# **THE DUTCH SUSTAINABLE SAFETY PROGRAM**

- creation of a sustainable safe road infrastructure
- intensified traffic enforcement and new regulations
- information campaigns and permanent traffic education
- introduction of in-car technologies

# **THE DUTCH SUSTAINABLE SAFETY PROGRAM**

Measures include :

- expansion of 30 km/h or 60 km/h zones (speed restriction, safe intersections with arterial roads, adaptation of traffic circulation)
- re-engineering the layout of roads (functional use, traffic separation, uniform road markings – self explaining roads)



## **THE DUTCH SUSTAINABLE SAFETY PROGRAM**

Measures include :

- communication coupled with enforcement of traffic regulation
- encouraging the use of safety devices in specific targets groups
- awareness activities targeted at schools, students and parents
- post school education and training

# **THE DUTCH SUSTAINABLE SAFETY PROGRAM**

1997: The start-up programme

In the period 1997 – 2003 there was a decrease of 12 % in traffic fatalities and 8% in serious injury casualties

## **THE DUTCH SUSTAINABLE SAFETY PROGRAM**

2003: The second phase

Road safety targets 2010: less than 900 fatalities (-15%) and 17.000 serious injured (-7,5%) in traffic

**2004 already reached 810 fatalities and 18.400 serious injured**

In 2008 there was 750 fatalities !!!

## **STRATEGIES OF PROGRAMME IMPLEMENTATION**

- Standardization of preventive measures (EU limits)
- The EU Road Safety Funds
- Priorities
- Promotion of road safety
- Coordination of road safety targets
- Good practices
- Analyses of effectiveness



# SYSTEM APPROACH TO ROAD SAFETY

**ROAD SAFETY**  
IS ABOUT SAVING HUMAN LIVES  
IN ROAD TRAFFIC  
BY PREVENTING CRASHES  
AND REDUCING THEIR CONSEQUENCES



# **SYSTEM APPROACH TO ROAD SAFETY**

**DO NOT LOOK FOR THE GUILTY**

**LOOK FOR CONTRIBUTORY FACTORS  
TO PREVENT IN THE FUTURE**

**LOOK FOR OPPORTUNITIES  
TO SAVE HUMAN LIFE**

# **SYSTEM APPROACH TO ROAD SAFETY**

## **ROAD SAFETY**

**IS A SYSTEM  
IT RELIES ON COOPERATION AMONG  
VARIOUS SECTORS AND ORGANIZATIONS  
THAT WORK TOGETHER TO REDUCE  
ROAD TRAFFIC INJURIES**



# **SYSTEM APPROACH TO ROAD SAFETY**

## **ROAD SAFETY**

IS NOT A „PROBLEM“ THAT CAN BE „SOLVED“

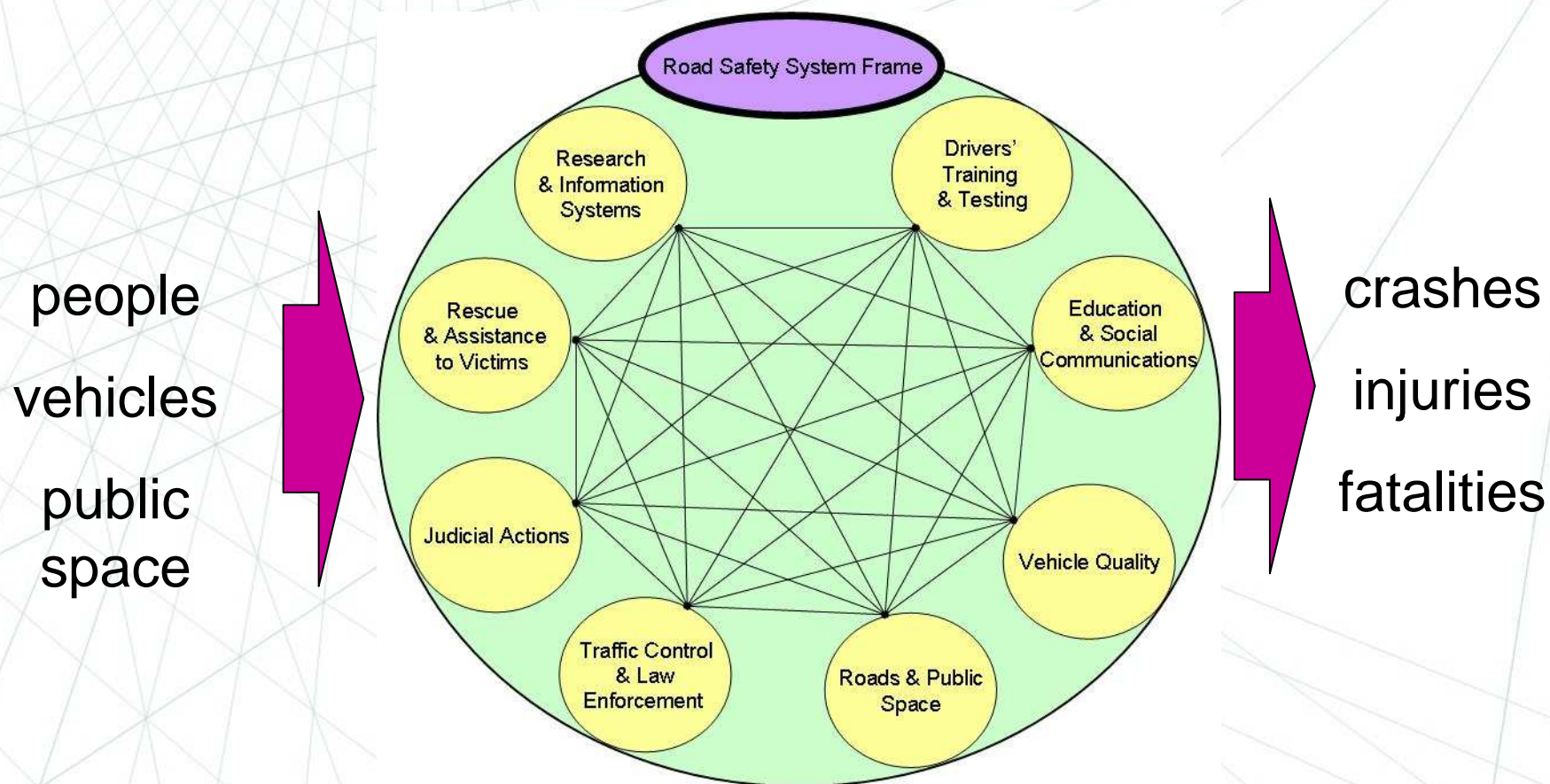
IS A SITUATION THAT MUST BE IMPROVED

EACH **ELEMENT** OF THE SYSTEM HAS A  
**QUALITATIVE OBJECTIVE** THAT IMPROVES  
THE SYSTEM IN A SUSTAINABLE WAY



# SYSTEM APPROACH TO ROAD SAFETY

## Road Safety System



<b>Element of Road Safety System</b>	<b>Qualitative Objective</b>
Training & Testing of Driving Candidates	WELL PREPARED AND SOCIALLY RESPONSIBLE DRIVERS
Education & Social Communications	RAISE SOCIAL AWARENESS ABOUT ROAD SAFETY ISSEUES
Vehicle Quality	SAFE VEHICLES IN GOOD TECHNICAL CONDITION
Roads & Public Space	ROADS AND PUBLIC SPACE SUITABLE FOR HARMONIOUS USE BY ALL TRAFFIC PARTICIPNTS
Law Enforcement	BEHAVIOR OF ROAD USERS KEPT INSIDE LEGAL NORMS
Judicial Actions	OFFENDERS PUNISHED QUICKLY AND INEVITABLY, IN A SOCIALLY CONSTRUCTIVE WAY
Rescue & Assistance to Crash Victims	EFFECTIVE RESCUE AND INTEGRAL REHABILITATION OF VICTIMS
Research & Information Systems	COMPLETE AND EVIDENCE-BASED KNOWLEDGE ABOUT ROAD SAFETY

# TRANSPORT POLICY IN POLAND

**Development of a balanced transport system in terms of:**

- technical questions
- space
- economy
- societal issues
- environment





## Central level – regulation

Area of System	Institution (s) in charge
Training & Testing of Driving Candidates	Min. of Transport
Education & Social Communications	Min. of Education + Transport
Technical Condition of Vehicles	Min. of Transport
Roads & Public Space	Min. of Transport / NRA (GDDKiA)
Law Enforcement	Min. of Home Affairs / Police, Transport Inspectorate
Judicial Actions	Min. of Justice
Rescue & Assistance to Crash Victims	Min. of Health, Min. of Home Affairs / Fire Brigade
Research & Information Systems	Institutes (MTI, R&B, TUs)



## Regional level - execution

Area of System	Institution (s) in charge
Training & Testing of Driving Candidates	Governors, road traffic centers, (driving schools - counties)
Education & Social Communications	Education inspectorates
Technical Condition of Vehicles	(Counties)
Roads & Public Space	Roads authorities
Law Enforcement	Police, Regional Transport Inspectorate
Judicial Actions	Tribunals
Rescue & Assistance to Crash Victims	(Ambulance - counties), fire brigade



## **10 YEARS OF GAMBIT IDEA**

**1992 – Report of the World Bank**

**1993 – National Road Safety Council established**

**1994 – First assumptions of GAMBIT**

**1996 – National Action Plan GAMBIT'96**

**2001 – National Programme GAMBIT 2000**

**2005 – National Programme GAMBIT 2005**

## **GAMBIT 2000 - OBJECTIVES**

1994 - the Minister of Transport commissioned the Scientific Research Committee to develop a research project Integrated Road Safety Project, which was given the acronym GAMBIT.

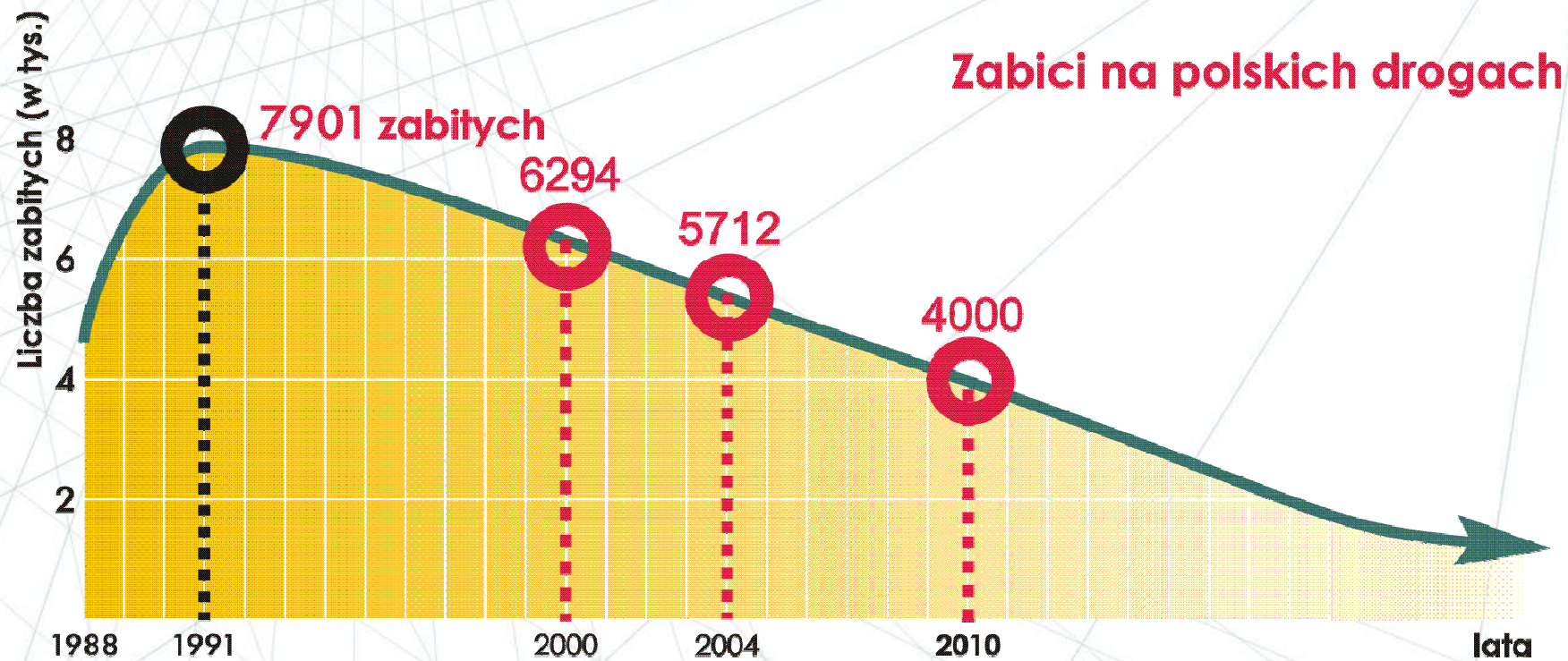
2000 - a revised GAMBIT 2000 was developed, adapted by the Council of Ministers in May 2001 and published as the Government's 2001-2010 policy.

Main objective of GAMBIT 2000 Programme was to **direct preventive mechanisms against recognized road safety problems:**

- **Excessive speed**
- **young drivers**
- **Vulnerable road users**
- **Drunk road users**
- **Crash severity**
- **Transit roads passing through towns and villages**
- **Road crash concentration sites (Black spots)**



## GAMBIT 2000 – MAIN GOAL





# GAMBIT 2000

## Objectives and Priorities

<i>Development of Road Safety System</i>	<i>Implementation of road safety remedial measures</i>
A1 – Improvement of road safety management structures in Poland	B1 – Implementation of road safety remedial measures on excessive speed (Program „Speed,,)
A2 – Development of road safety information system	B2 – Implementation of road safety improvement measures protecting vulnerable road users (Program „Pedestrian and Cyclist,,)
A3 – Implementation of road safety audit system	B3 - Implementation of road safety remedial measures for young drivers (Program „Young Driver")
A4 – Implementation of sustainable training system for Regional Road Safety Councils	B4 – Implementation of infrastructure measures to improve road safety in high risk sites (Program „Road")

## Summary of I stage of Programme GAMBIT 2000

In years 2000-2004 the implementation of actions which were set in the GAMBIT 2000 Program and number of local initiatives resulted in:

- Decrease in the number of fatalities by **10,5 %**
- Fatalities **reduction** in each high risk group:

pedestrians	<b>-13%</b>
young drivers	<b>- 10%</b>
cyclists	<b>- 6%</b>
children	<b>- 13%</b>
drunk road users	<b>- 29%</b>
excessive speeders	<b>- 13%</b>

Unfortunately number of fatalities in the crashes on the road intersections increased by **2,7%**.

## Summary of I stage of Programme GAMBIT 2000

The aims of the Programme were only partially achieved. The Actions were undertaken in various objectives and only some of them were completed. The implementation was **limited by**:

- **Late preparation of Operational programs,**
- **Small number of qualified road safety specialists,**
- **Insufficient cooperation between national and regional authorities,**
- **Road safety not a priority on the political agenda,**
- **Insufficient legal and technical regulations enabling effective road safety improvement actions,**
- **Lack of common perception that penalties for all traffic offences are inevitable,**
- **Insufficient funding for implementation of the Programme.**



# **POLAND**

## **CHANGES OVER THE PERIOD 1990 - 2004**

### **General:**

- the number of population decreased by 0,3%
- the number of vehicles increased by 88%
- vehicle-kilometres of travel increased by 190%

# **POLAND**

## **CHANGES OVER THE PERIOD 1990 - 2004**

### **Road safety:**

- 820,000 road crashes
- over 1,000,000 people injured
- almost 100,000 fatalities
- the cost of road unsafety over 75 billion EUR



# Conditions of road safety planning

## *National setting*

**National Transport Policy.** Ensuring transport safety is the focus of „National Transport Policy 2005-2025”. It is one of the document’s five priority goals: to improve safety in order to radically reduce number of road crashes and their effects – fatalities and injured.

**National Development Plan 2007 – 2013** includes the theme „Creating a modern transport network” with the measure „Road Safety”. Its objective is to reach the standards of countries with the best road safety records, mainly by reducing speeding violations and the number of drink driving road users, improving seatbelt usage, and conducting road safety audits of all road schemes (new construction, redesign of existing infrastructure and modernizations).

**Transport Development Strategy 2007 - 2013.** „Road Safety” is one of five priorities in the Strategy which aims at 50% reduction of road deaths compared to 2003, i.e. not more than 2800 fatalities by 2013. Strategy sets five goals:

1. To build a basis for an effective and long-term road safety policy
2. To improve safe road user behaviour
3. To protect pedestrians, children and cyclists
4. To build and maintain safe road infrastructure
5. To reduce accident severity





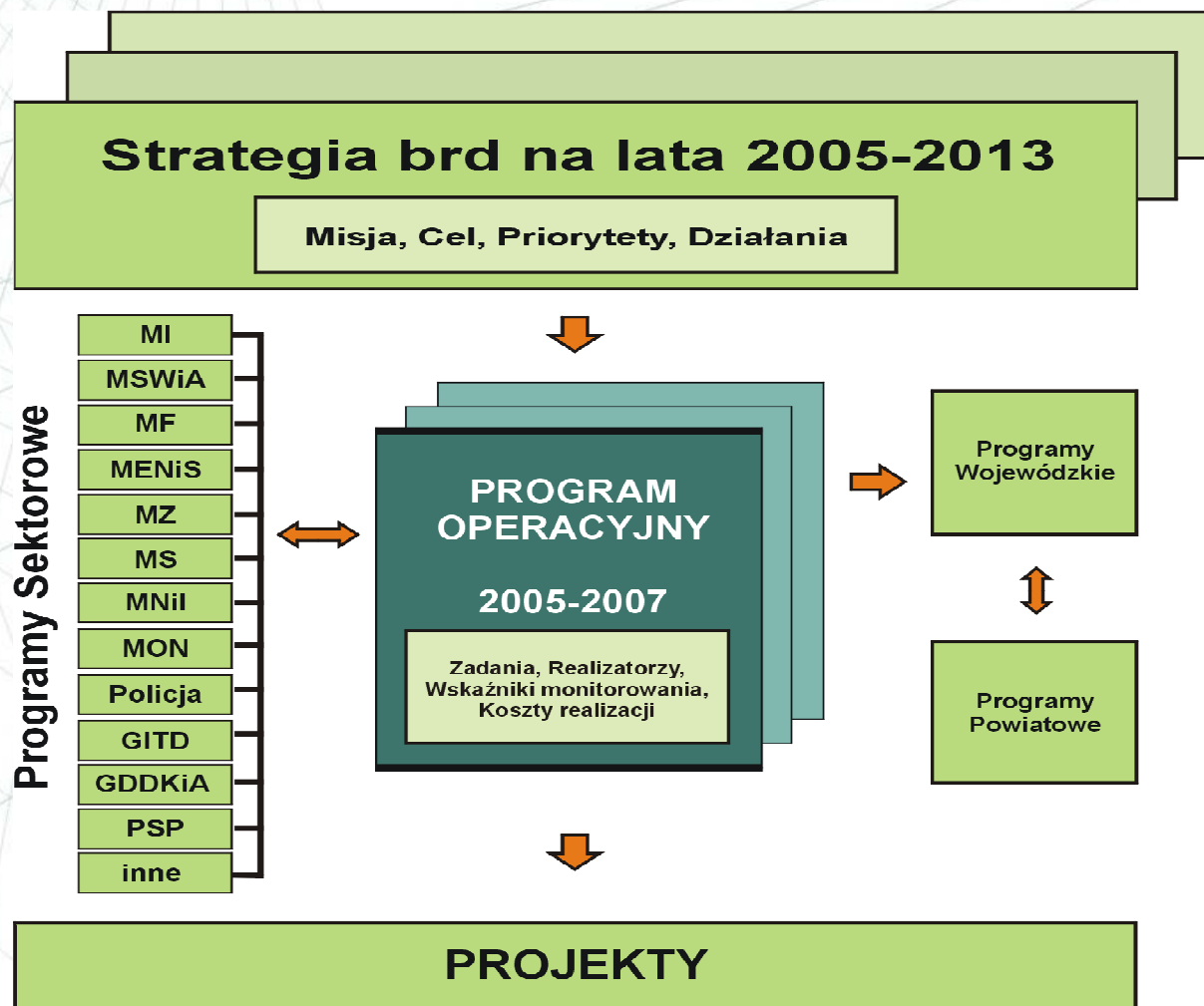
## National Road Safety Programme GAMBIT 2005

- The new GAMBIT 2005 was commissioned by the National Road Safety Council and adopted by the Council of Ministers in April 2005.
- Programme GAMBIT 2005 is a National Road Safety Programme for years 2005 – 2007 – 2013
- Implementation of the Programme GAMBIT 2005 is divided into separate stages.
- Each stage of implementation is based on **Operational Programmes.**
- First stage covered years 2005 – 2007.

# **GAMBIT 2005 PROGRAMME PATTERN**



# THE RULES OF STRATEGY IMPLEMENTATION





## **GAMBIT 2005 – programme implementation**

Basic tools for delivering the Strategy:

- Operational programmes,
- Sectoral programmes,
- regional programmes,
- local programmes.

All programmes must be aligned with the  
National Programme objectives.

## **10 YEARS OF GAMBIT IDEA**

**1995-1998 – Gdański GAMBIT, Elbląski  
GAMBIT, Suwalski GAMBIT, Katowicki  
GAMBIT, Warszawski GAMBIT**

**2001-2005 – Śląski GAMBIT, Łódzki GAMBIT,  
Lubelski GAMBIT, Pomorski GAMBIT,  
Warmińsko-Mazurski GAMBIT, Opolski  
GAMBIT**

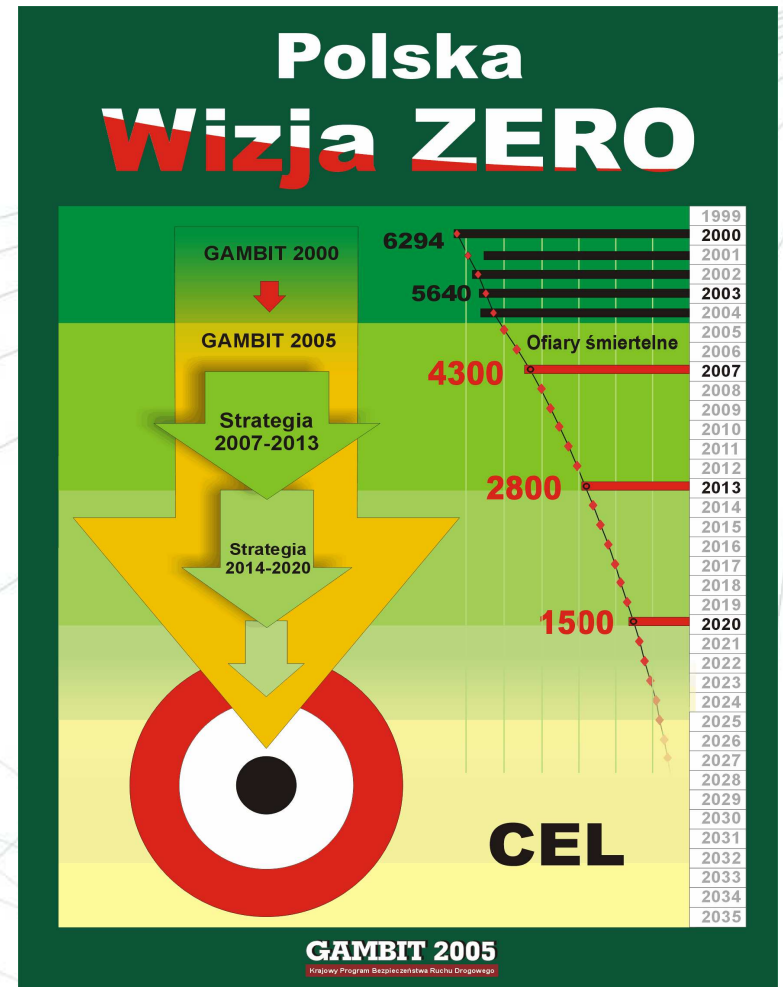
## **MAIN TARGET**

**The strategic target  
of the National Road Safety  
Programme GAMBIT 2005 is to  
reduce the number of fatalities  
by 50 % in ten years from 2003,  
which results in no more than 2800  
killed in 2013**

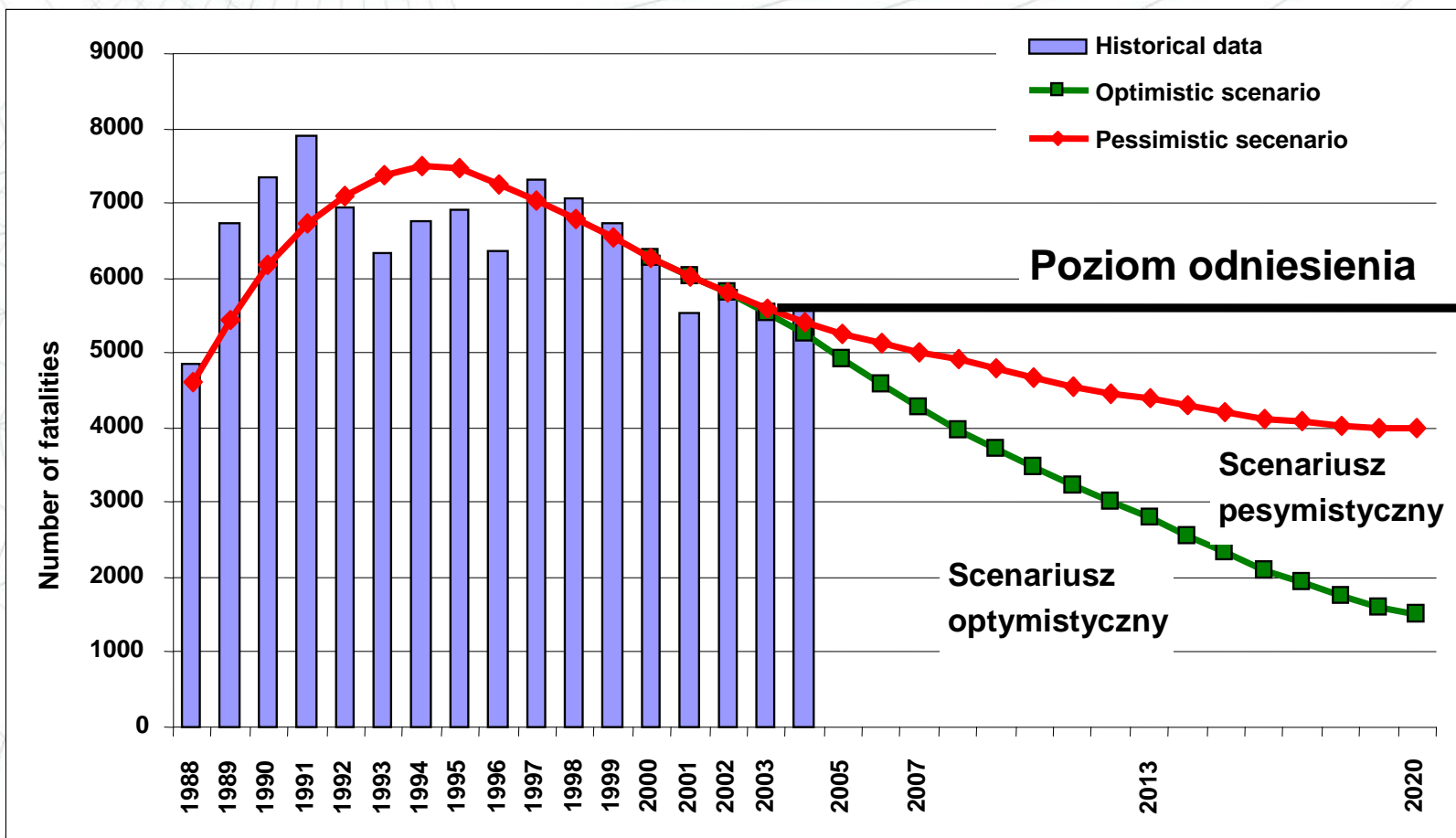


## In case of implementation of Polish Vision Zero:

- the reduction in fatalities by 74% by the year 2020 can be expected
- 42,000 people could be saved



# FORECASTS BY THE YEAR 2020



Car ownership: the number of passenger cars may increase by further 50 - 70 %

## **GAMBIT 2005 – MAIN GOAL**

To reduce the number of road deaths by 50% compared to 2003, i.e. not more than 2800 fatalities by 2013.

In addition, two goals were set at two stages, marking the strategy's checkpoints:

- 2007 – not more than 4300 road deaths ☹
- 2013 – not more than 2800 road deaths



## **GAMBIT 2005 – five objectives**

1. To build a basis for an effective and long-term road safety policy
2. To improve safe road user behaviour
3. To protect pedestrians, children and cyclists
4. To build and maintain safe road infrastructure
5. To reduce accident severity

## **ACTION PLAN**

1. Creating foundations for effective and long-term road safety improvement action

1.1 Road safety organisational structures,

1.2 Road safety management,

1.3 Sector operations

## 2. Shaping safe behaviour of traffic participants

2.1 Speed

2.2 Seat belts and other protection

2.3 Alcohol and drugs

## 3. Protecting pedestrians, children and cyclists

3.1 Pedestrians

3.2 Children

3.3 Cyclists



## 4. Building and maintaining safe road infrastructure

- 4.1 Control activities – road safety audit and inspection
- 4.2 Creation of safe network of roads and streets
- 4.3 Modern management of road traffic

## 5. Reducing severity and consequences of road accidents

5.1 Protecting devices

5.2 'Soft' road surroundings and roads 'forgiving' drivers' mistakes

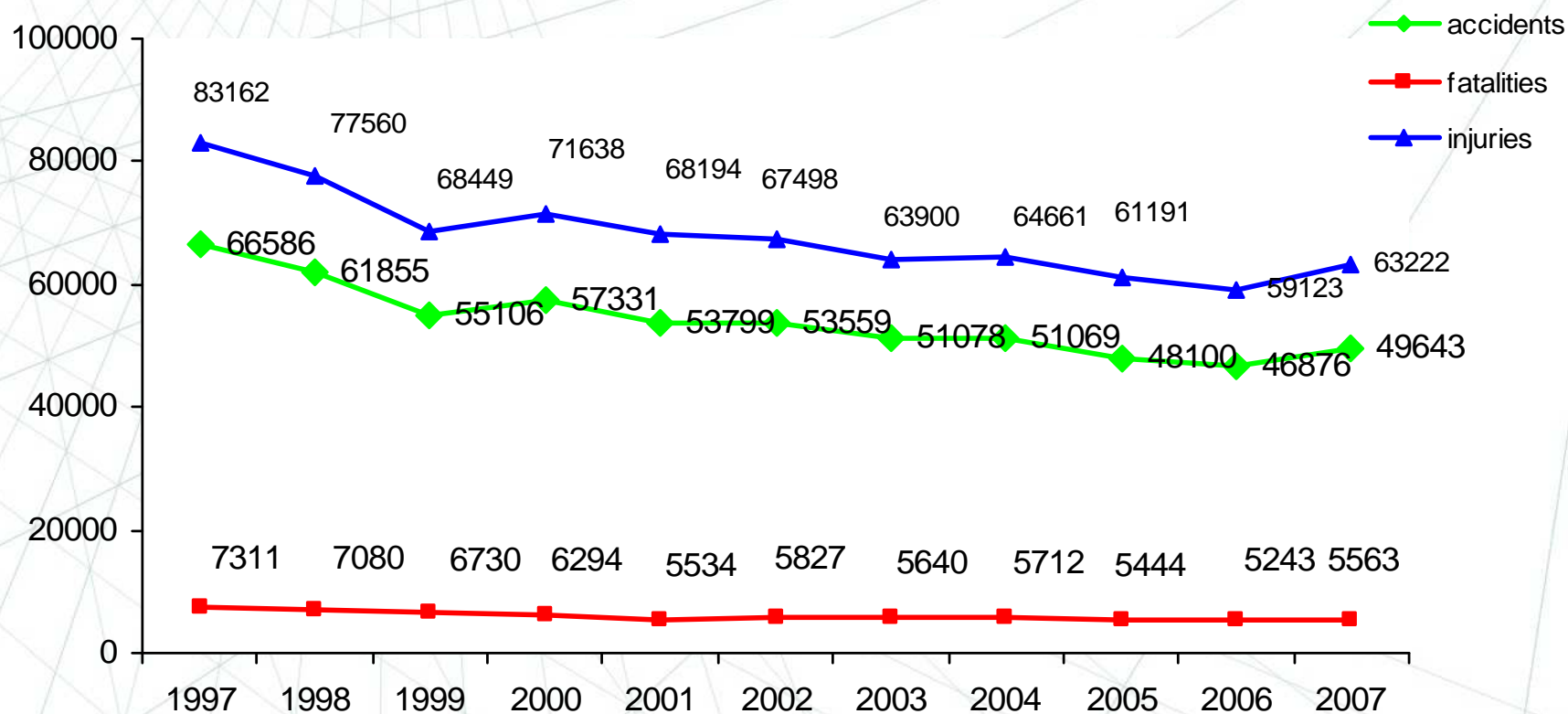
5.3 Improvement of road rescue system activities according to the 'chain of survival'

## **METHODS OF FINANCING**

- Sectoral financing
- Road Safety Fund
- Loans of international banks
- foreign assistance
- EU funds
- Private sponsorship
- Mixed System

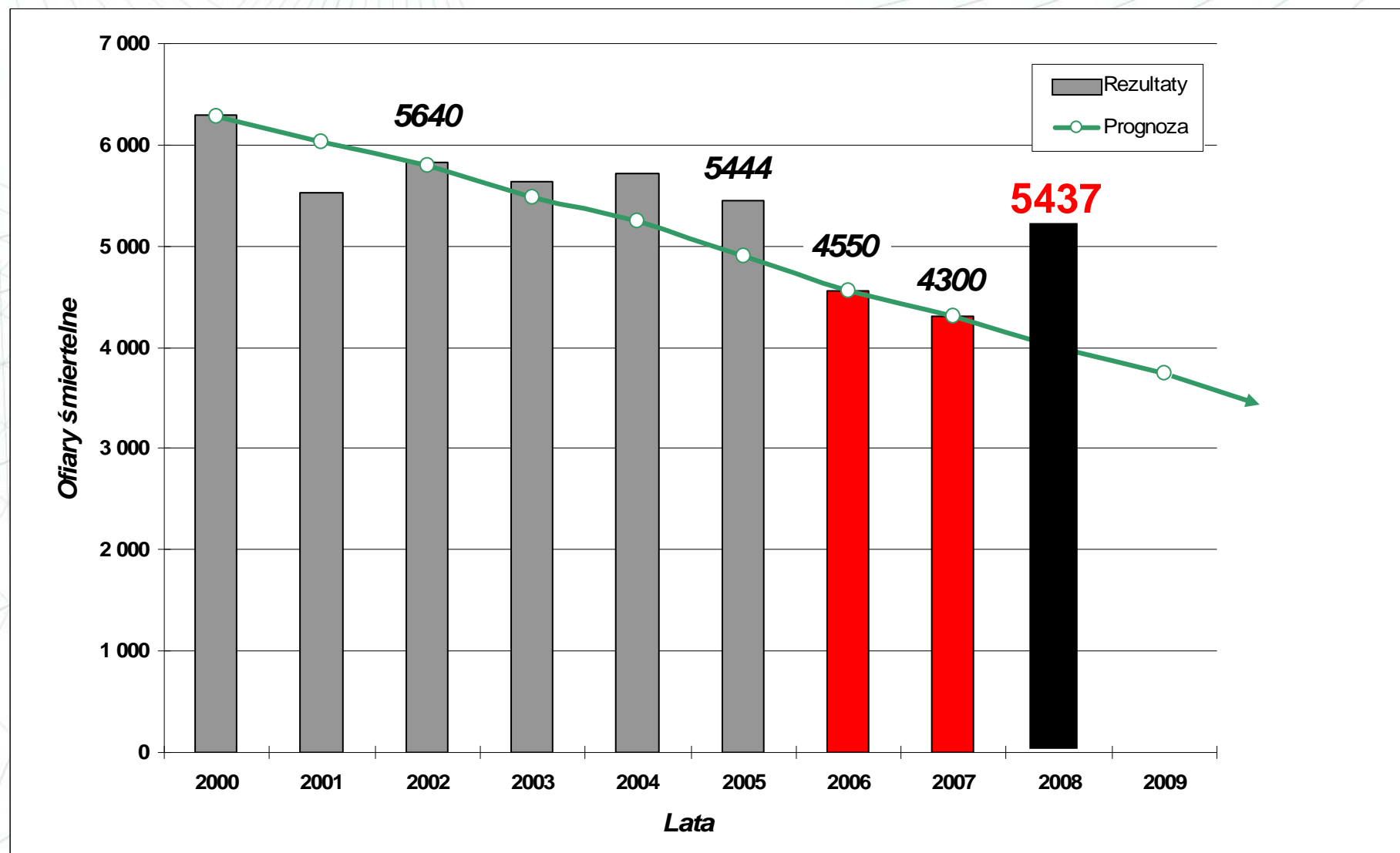


## Trends in last 10 years ( 1997 – 2007 )



Source – Police Headquarters

# REALITY



Włącz światła  
Włącz myślenie



- Coalition for **Daytime Running Lights**
- Introduction of new law
- Campaign in radio, TV, cinemas, billboards
- Cooperation of partners: Police, Army, NGOs, media, National Road Authorities

## KOALICJA NA RZECZ JAZDY NA ŚWIATŁACH PRZEZ CAŁY ROK

**Włącz światła -**  
bądź bardziej widoczny na drodze!

- » Strona główna
- » O Koalicji, czyli cele działania
- » Trochę historii
- » Gdzie światła palą się cały rok?
- » Światła a bezpieczeństwo
- » Za i przeciw włączaniu świateł
- » Porady eksperta
- » Artykuły prasowe
- » Radio i TV o jeździe na światłach
- » Aktualności

» ZOBACZ FILM

### Z ostatniej chwili !! Obowiązek jazdy

W ciągu ostatnich piętnastu lat w wypadkach drogowych zginęło w Polsce prawie 100 tysięcy osób, a obrażenia odniosło ponad 1 milion osób. Koszty tych zdarzeń to ponad 300 miliardów złotych.

Co 10 minut ktoś zostaje ranny w wypadku drogowym. Każdego dnia na drogach ginie 15 osób, a 165 zostaje rannych.

Najwięcej wypadków co roku ma miejsce w czerwcu, lipcu i w sierpniu czyli w okresie dobrej widoczności. Największe natężenie ruchu pojazdów w 2005 r. odnotowywano w godzinach popołudniowych i wczesnym wieczorem.

W ubiegłym roku najwięcej wypadków spowodowanych przez kierujących pojazdami wydarzyło się w godzinach 14.00 - 19.00 (13 636, co stanowi 34,4% wszystkich wypadków spowodowanych przez kierujących). W wyniku tych wypadków ranne zostały 18 053 osoby (33,9%), a śmierć poniosło 1 212 (28,6%) uczestników ruchu.

Okazuje się, że tak proste rozwiązanie jak jazda na światłach mijania przez cały rok także w dzień mogłoby poprawić te smutne statystyki.

dalej »



### Aktualności

16.02.2007

#### Z ostatniej chwili !!

Posłowie przyjęli poprawkę do ustawy "O ruchu drogowym", która zakłada wprowadzenie w Polsce obowiązku jazdy na światłach mijania przez cały rok.  
więcej »

07.02.2007

Coraz więcej instytucji popiera ideę jazdy na światłach przez cały rok!  
więcej »

15.12.2006

Do 15 grudnia br., pod patronatem naukowo-technicznym Instytutu Transportu Samochodowego, specjaliści z firmy Inter Cars będą prowadzić bezpłatne badanie reflektorów samochodowych  
więcej »

Koalicję na rzecz jazdy na światłach przez cały rok tworzą:





# Awareness rising campaigns

[illegible]

## Black Spot Treatment Program



Pedestrian crossing with asylum in the middle. The curve of the road slows down the traffic.



## **Black Spot Treatment Program**

### *Effectiveness 2005 – 2007*

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#### **Number of reconstructed places**

- places : 205
  - investment : 148,2 million zł
  - refunded : 62,3 million zł
- 

#### **Road Safety improvement after 2 years**

- accidents: - 70%
  - deaths : - 92%
  - injured : - 74%
  - collisions : - 52%
- 

#### **Accidents that we avoided**

- accidents : - 260
- deaths: - 41
- injured : - 353
- collisions : - 689

#### **Deaths / 100 accidents**

- before : 13
- after: 4



## Evaluation

Lack of sustainable financing system for road safety – operational programs outline tasks within the existing budgets

GAMBIT doesn't have responsible agency for overall coordination of road safety activities

Length of legislative procedures and initiatives

Underestimation of road safety issues, need for understanding and call for action at the all administrative levels



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