

**POLISH POLICE HEADQUARTERS
PREVENTION DEPARTMENT FOR TRAFFIC**



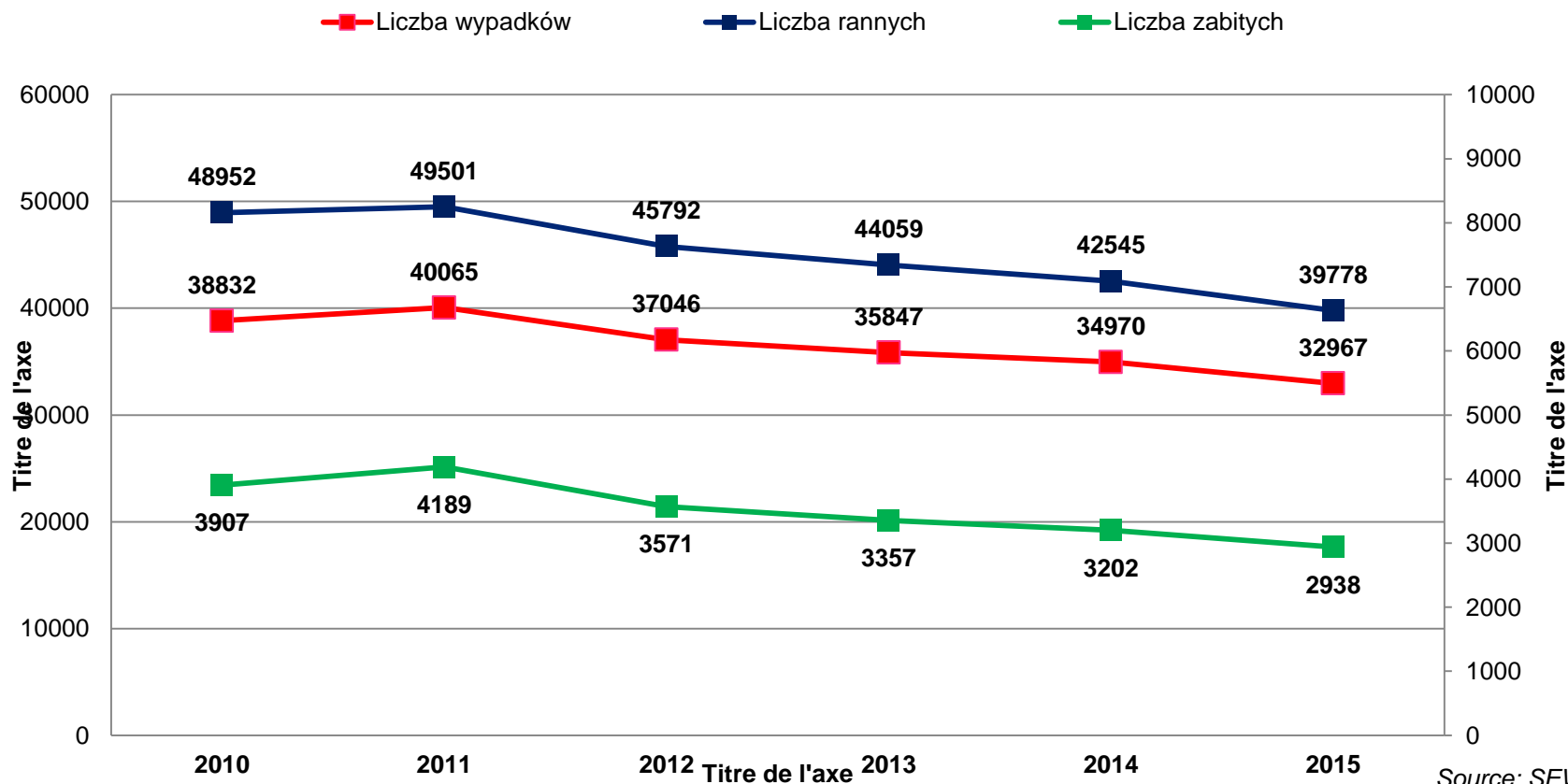
Road safety on motorways - selected aspects of emergency services cooperation

9th ASECAP Road Safety Conference

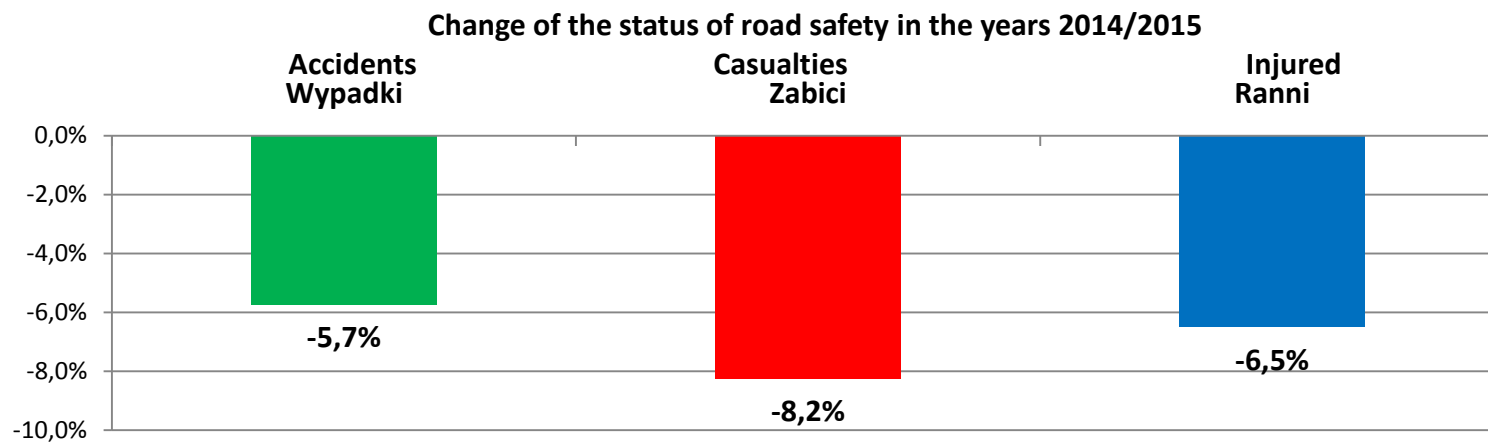
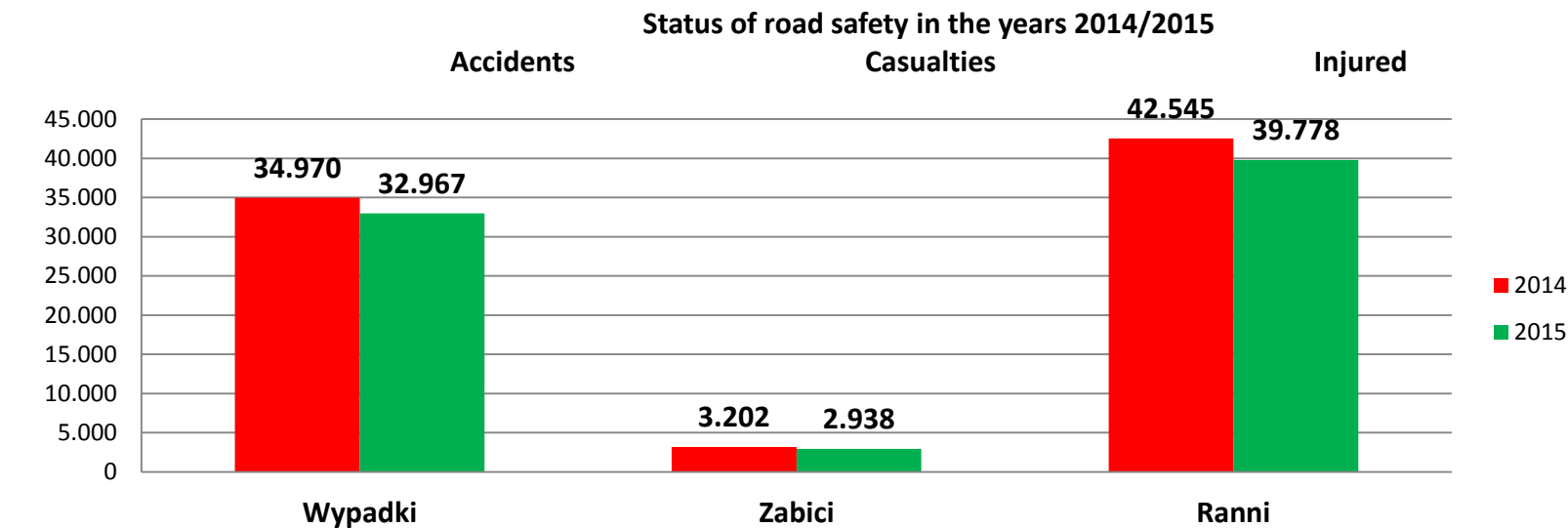
Warsaw, 8 March 2016

ROAD SAFETY IN POLAND in the years 2010 - 2015

Number of accidents, casualties and injured



ROAD SAFETY IN POLAND 2014/2015



RAODS IN POLAND - ca. 415,000 km

➤ **National roads - ca. 21,350 km , including 1,600 km of motorways**

ca. 5% of all roads length

➤ **District roads - ca. 28,470 km**

ca. 7 % of all roads length

➤ **County roads - ca. 127,740 km**

ca. 31% of all roads length

➤ **Community roads - ca. 237,240 km**

ca. 57% of all roads length



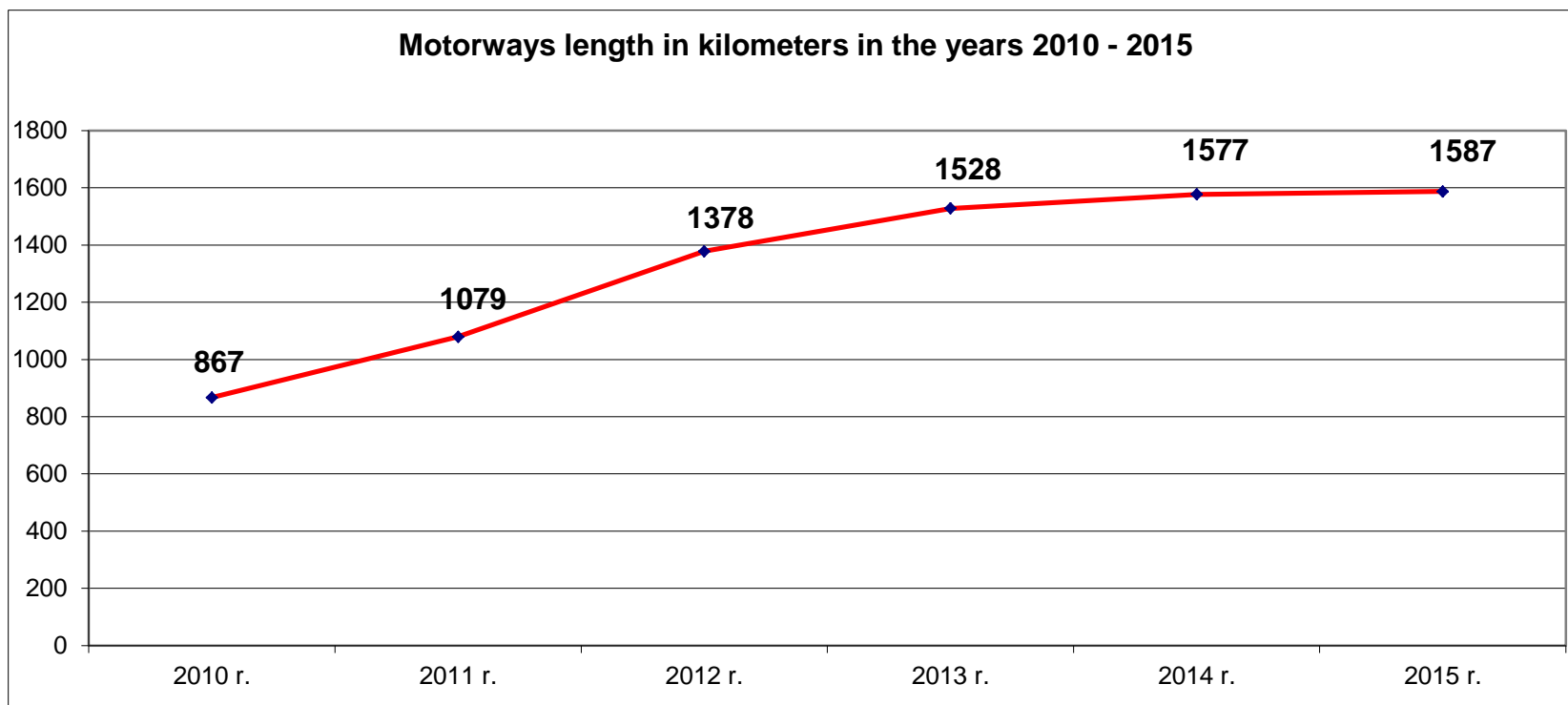
MOTORWAYS IN POLAND - ca. 1,600 km

- A1** - 390 km *district : pomorskie, kujawsko-pomorskie, łódzkie, śląskie*
- A2** - 485 km *district: lubuskie, wielkopolskie, łódzkie, mazowieckie*
- A4** - 588 km *district: dolnośląskie, opolskie, śląskie, małopolskie, podkarpackie*
- A6** - 21 km *district: zachodniopomorskie*
- A8** - 35 km *district: dolnośląskie (Motorway Bypass of Wrocław)*
- A18** - 77 km *district: lubuskie, dolnośląskie*

Motorways - ca. 0.38% of all roads length in Poland

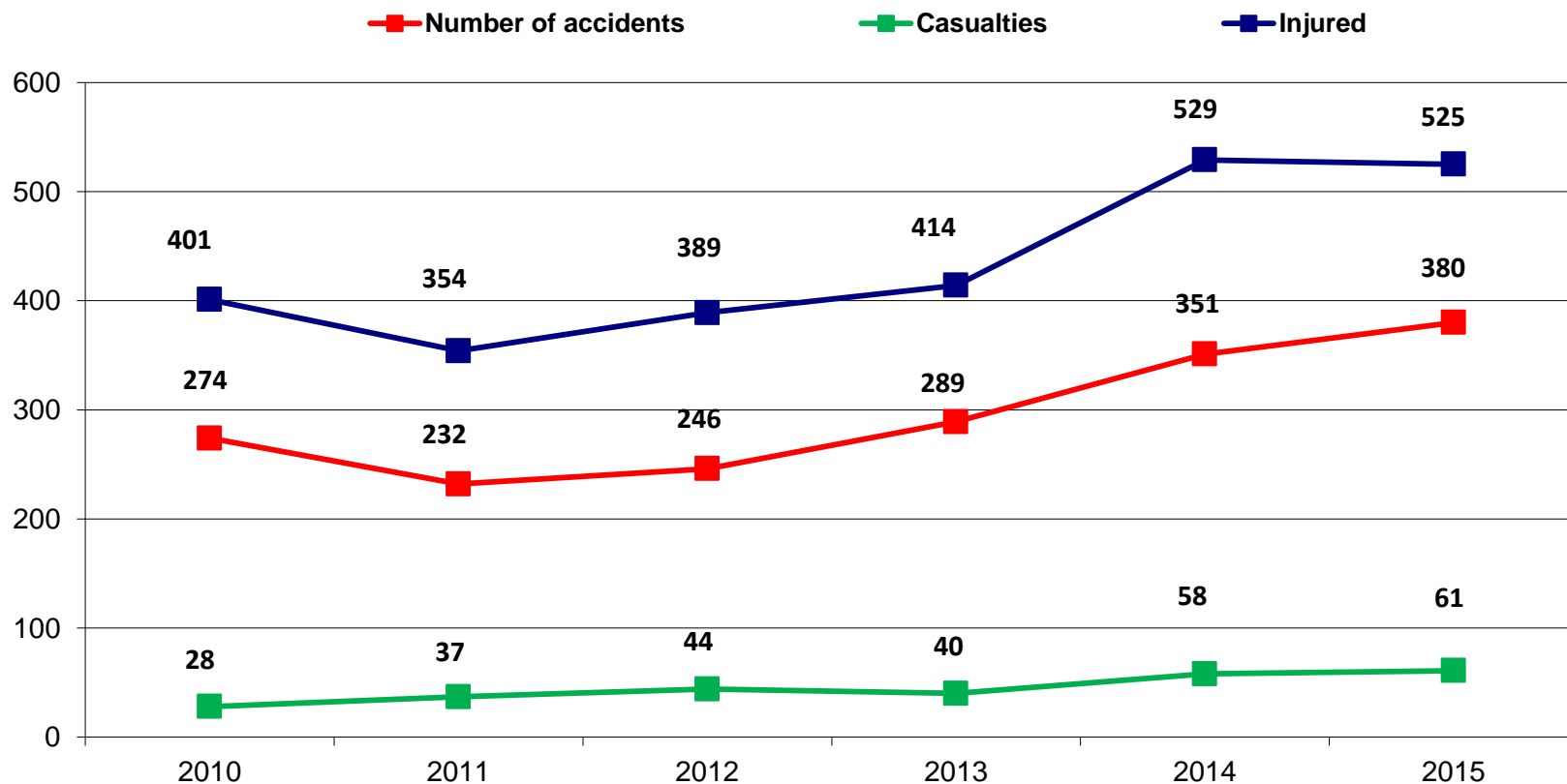


MOTORWAYS IN POLAND in the years 2010 - 2015

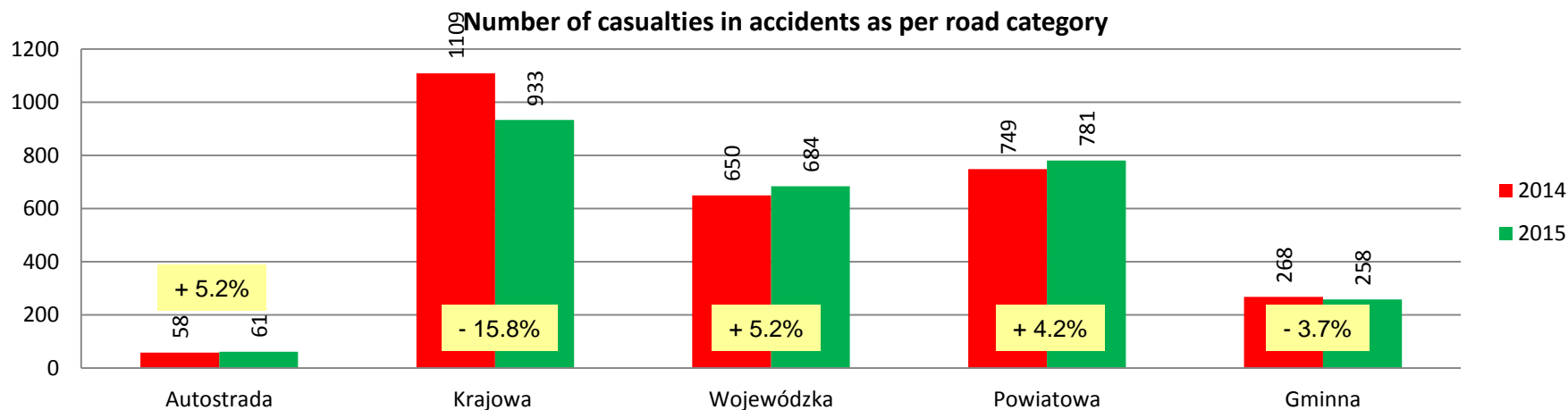
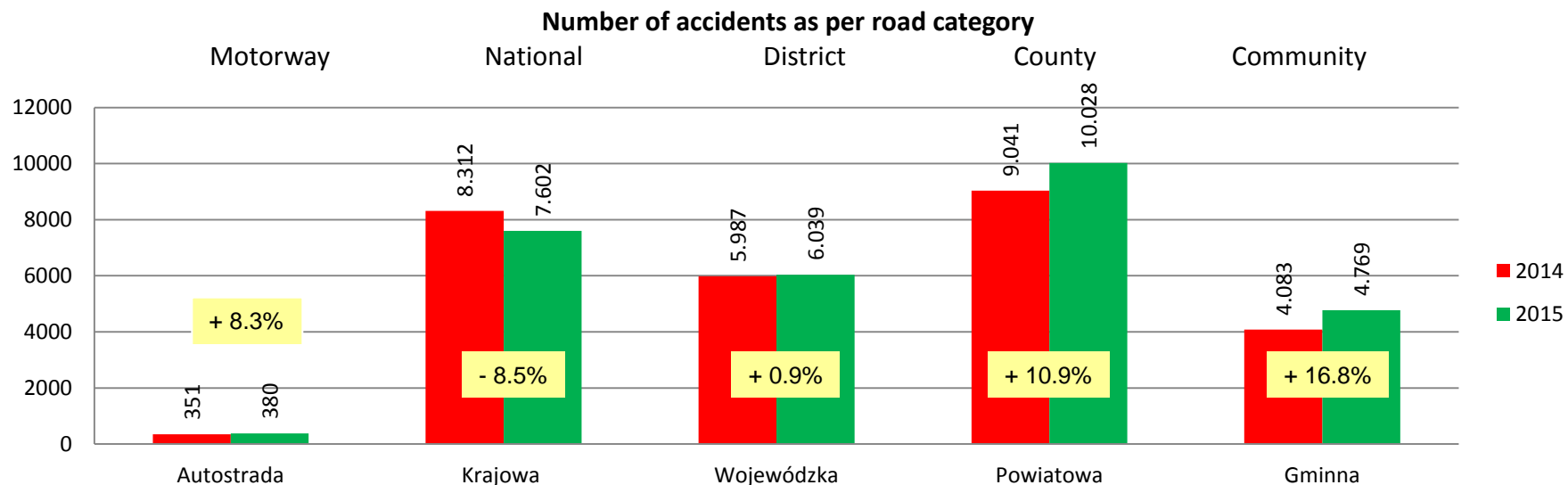


ROAD SAFETY IN POLAND ON MOTORWAYS in the years 2010 - 2015

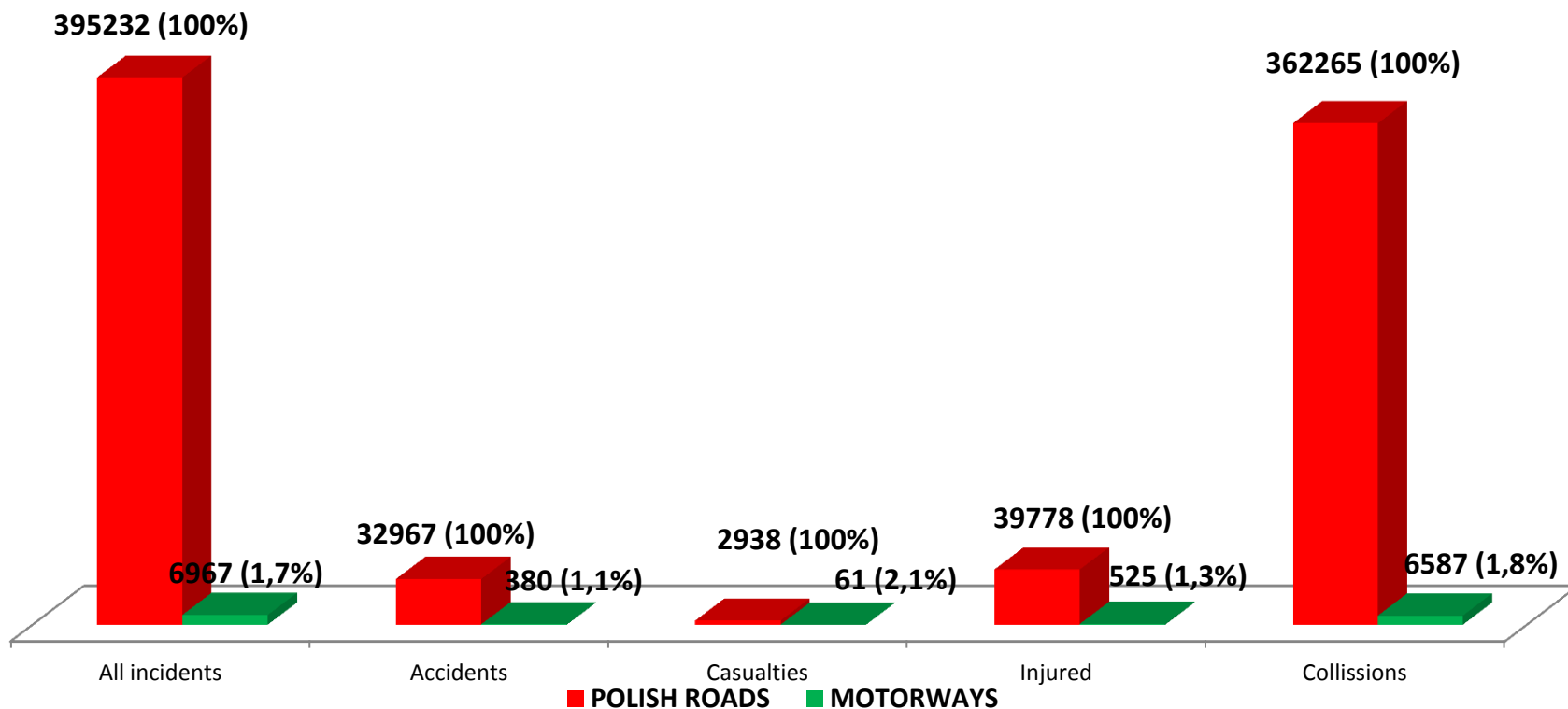
Number of accidents, casualties and injured on motorways



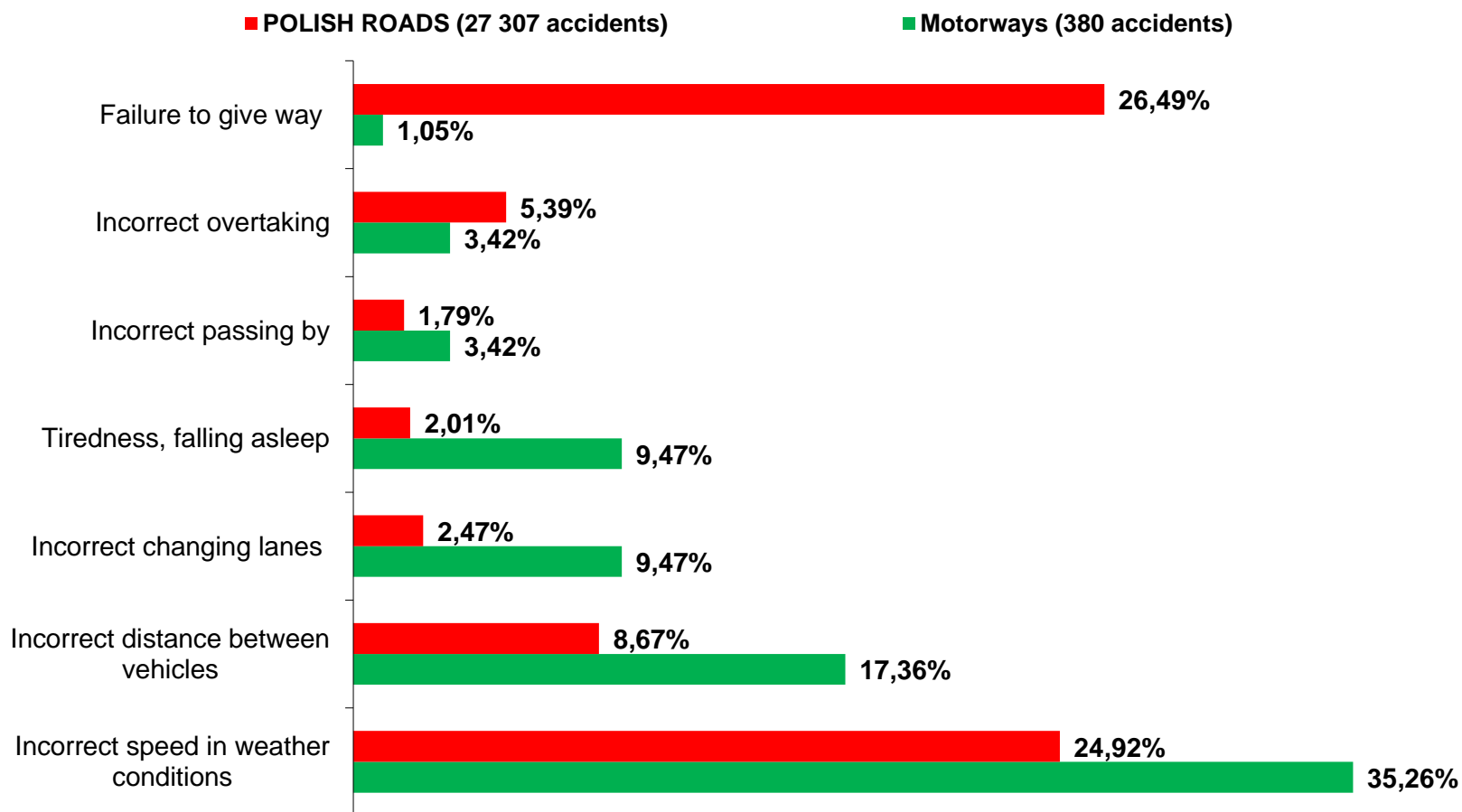
ROAD SAFETY IN POLAND 2014/2015



ROAD SAFETY IN POLAND IN 2015



SELECTED CAUSES OF ACCIDENTS IN 2015 RESULTING FROM DRIVER'S FAULT



TRAFFIC POLICE ON MOTORWAYS - ORGANIZATION

MOTORWAY POLICE STATIONS

MPS in Gliwice (śląskie district)



MPS in Kraków/ Balice (małopolskie district)



TRAFFIC POLICE ON MOTORWAYS - ORGANIZATION

MOTORWAY SAFETY UNITS WITHIN TRAFFIC DEPARTMENTS OF DISTRICT POLICE STATIONS

- Lubuskie garrison 
- Łódzkie garrison  
- Podkarpackie garrison 
- Zachodniopomorskie garrison 
- Capital City Police Station 

COOPERATION WITH MOTORWAY OPERATORS

- the “Emergency Action Plans” that have been developed and approved are put in practice and proved efficient in remedying traffic incidents,
- regular and periodic inspections of roads’ technical condition, signage, traffic lights and safety equipment, as well as dangerous spots,
- ongoing information exchange, including notifications of irregularities to the road operator,
- current road maps available from the road operators, including chainage
- providing GDDKiA copies of road incident cards,
- participating in evaluation teams dealing with traffic organization proposals
- participating in emergency exercises on motorways, e.g. „Motorway 2013” in śląskie district or “Summer 2015” in dolnośląskie district

PROBLEMS ENCOUNTERED ON MOTORWAYS

- deficiencies in equipment/technologies in terms of common communication, information exchange on incidents, traffic disruptions and requirements during emergency operations,
- problems with access to the incident location, including emergency vehicles stuck in traffic jams,
- poor throughput at toll plazas during heavy traffic periods,
- cutting through the guard rails in the median in unsuitable places,
- limited access to traffic participants stuck in a jam - providing hot or cold beverages, blankets or life-saving foil in inclement weather,
- vehicles blocking the emergency lanes on motorways during traffic incidents,
- insufficient preparation on the part of the ancillary parties, e.g. emergency breakdown services to tow trucks)

POSTULATES OF THE POLICE REGARDING ENHANCEMENT OF SAFETY ON MOTORWAYS

- providing special locations in certain sections of the motorways for vehicle inspection,
- providing single-design message signs and active road signs warning about disruptions and accumulating traffic slow-downs whenever any incident occurs,
- ensuring permanent and 24h/day motorway patrols in sections operated by GDDKiA (the operator's staff response time is insufficient),
- launching regular crisis management exercises according to the assumption of the "Emergency Action Plans" in order to:
 - test the information flow among the participants in such exercise,
 - enhance cooperation between the parties with regard to decision-making,
 - test the crisis management procedures.

SELECTED PROPOSALS OF THE DISTRICT POLICE STATIONS

DPS in Gorzów Wielkopolski:

- introduce the “no overtaking by trucks ” B-26 sign in A2 Motorway section between the Toll Plaza st Tarnawa Rzepińska and the Border Crossing at Świecko, in both directions

DPS in Wrocław:

- clear signage regarding detours by including the name of the interchange on the “E-15f” signboards, as the interchange numbers are missing

DPS in Kraków:

- consider alternative toll collection methods to increase throughput at Toll Plazas during heaviest traffic resulting e.g. from holidays or vacation period

DPS in Poznań:

- select spots on the motorway where vehicle inspection would be possible

Thank you for your attention

Inspector Leszek Jankowski –

***Deputy Director
Prevention Department for Traffic
Polish Police Headquarters***

