

<p style="text-align: center;">Information on measures for the implementation of the Sustainable Development Strategy in the transport sector</p>
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Catching up with the Western European countries with respect to the civilisation development level and life standard is one of the most urgent tasks within the implementation of Poland's sustainable development policy.

Within our transport policy, the essential objective for the next years will be to ensure high quality of transport services, first of all by the expansion and upgrade of the main transport network, so that transport has its adequate contribution to Poland's economic development. An efficient and modern transport system is one of the essential aspects of the improvement in living conditions for the public, the increase of transport safety and improvement of area accessibility and a condition for the growth of foreign and domestic investments in Poland. This, however, does not mean that the idea of controlling the transport intensity of the economy, according to the principle of sustainable development and a necessity to reduce negative impacts of transport on the natural environment and living conditions, will be abandoned.

When implementing the chief objective of the reviewed EU strategy concerning steady development with respect to sustainable transport on *the fulfilment of economic, social and environmental needs of the public while at the same time minimising their adverse impacts on the economy, society and natural environment* in Poland, the following activities are under way in the context of the implementation of necessary actions as specified in the *Strategy...*:

Improving economic, social and environmental performance of all branches of transport, developing the trans-European networks and combining various types of transport in the shipment of goods

The improvement of economic and environmental performance and development of the trans-European networks, including intermodality, is currently being implemented in Poland first of all by:

- modernisation and development of linear transport infrastructure,
- modernisation and development of point infrastructure in passenger transport (railway and bus stations and stops, airports, car parks etc.) and freight transport (warehouses, terminals, logistic centres, sea ports etc.),
- purchase of modern transport vehicles for passenger mass public transport,
- introduction of solutions related to intelligent transport systems,
- organisational and legal transformations in respective branches of transport.

Within the first four items, measures are being implemented first of all within the Infrastructure and Environment Operational Programme, as a result of which the following objectives will be achieved:

- improved transport accessibility of Poland and inter-regional connections within the TEN-T network through the development of the road and air TEN-T network, including priority investments as indicated in Decision No 1692/96/EC of the European Parliament and of the

Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network, including linking chief economic centres in Poland by a network of motorways and expressways,

- linking the municipal centres of Eastern Poland with the capital city and using their growth potential due to the location at the Eastern border of the whole EU,
- development of the rail TEN-T network, including priority projects as indicated in Decision No 1692/96/EC of the European Parliament and of the Council and also modernisation and purchase of passenger rolling stock, revitalisation of railway stations and completion of projects related to intermodal transport,
- supporting the development of sea port infrastructure,
- increasing the share of public transport in serving metropolitan area residents through supporting environmentally friendly public transport systems,
- developing branches of transport being alternative to road transport by increasing the share of inland water transport and sea motorways,
- improving transport safety and improving the condition of inter-regional connections by investments which increase safety and smoothness of traffic (in particular intelligent transport systems) and development of road networks which complete investments implemented within the TEN-T.

The funds earmarked for respective branches of transport are listed in the table below:

Branches of transport	EU funds (EUR mln)
road transport	11,104.4
railway transport	4,863.0
municipal transport	2,014.0
marine transport	606.8
air transport	403.5
other	432.2
Total	19,423.9

Explanations to the table: sea transport, including sea ports and motorways of the sea,

other: including inland water transport

The measures related to organisational and legal transformations related to **rail transport** promoted in the Community included the Government approval of certain strategic documents (*“Master Plan for Rail Transport in Poland until 2030”*, *“Strategy for Rail Transport until 2013”*, *“Programme for the development and launch of transport using high-speed rail in Poland”*) which address the issues of elements conducive to sustainable development, such as transport optimisation, aiming to develop rail passenger transport of certain categories (especially within and between agglomerations) and ensuring stable funding for passenger transport provided within public services (regional, provincial and international). The plans in question also focus on the development of a

framework for the growth of railway freight transport, especially intermodal transport, with the achievement of interoperability of respective elements of railway transport in Poland. Financial support for such initiatives has been ensured first of all in the Infrastructure and Environment Operational Programme, the Marco Polo Programme and the National Programme of Reforms. With respect to railway transport, the 2007-2013 Infrastructure and Environment Operational Programme to a significant extent continues investment projects initiated in the previous period of scheduling European Union funds, that is, in 2004-2006. Therefore, investment efforts related to the modernisation of railways were focused first of all on sections which link Poland's largest agglomerations or ensure connections in international rail traffic, which will provide improvement of Poland's internal cohesion and enhancement of its external links, especially with other European Union Member States. In addition, the railway network is planned to be completed in urban agglomerations by the construction of connections with airports (Warsaw, Kraków, Katowice) and sea ports (Gdynia, Gdańsk, Szczecin, Świnoujście, Kołobrzeg). Despite the large funds earmarked in the Infrastructure and Environment Operational Programme for the development of railway transport in Poland, it is impossible to implement in Poland all railway network modernisation projects most welcome and expected by the public. It results from the wear and tear of railway infrastructure whose technical performance prevents efficient competition with other branches of transport. Therefore, it was necessary to reduce the scope of projects to railway lines of strategic importance for the country. What is more, the investments in the area in question are performed while complying with the highest standards with respect to environmental protection and take into consideration the needs of disabled persons.

Within **marine transport**, we need to note the Government's approval of strategic documents titled *Principles of the marine policy of the Republic of Poland* and *Strategy of the development of sea ports until 2015*. Measures are undertaken to create a Baltic network of motorways of the sea. Projects aimed to launch navigation connections of the sea motorway type are being prepared by marine transport consortia. Two motorways of the sea were launched in June 2009, Gdynia – Helsinki and Gdynia – Travenmuende. An application to launch the Rotterdam – Gdańsk sea motorway will be filed in the fourth quarter of 2009. Furthermore, intense activities are under way to reduce emissions of exhaust gases from ships. According to international requirements measures are being undertaken in sea ports to ensure electricity supply to and waste collection from ships in docks. Within inland water transport, it is noted that pursuant to the Act of October 28, 2002 on the Inland Water Transport Fund and the Reserve Fund, inland carriers may obtain preferential loans for the modernisation of their fleet, among others (e.g. engine replacement). Owing to the financial support from the Fund, 178 vessels were modernised or refurbished and 11 vessels were purchased in 2005-2007. PLN 547,000 was paid to inland carriers for scraping. PLN 26,850,000 was paid from the Fund in preferential loans. An amount of PLN 4,559,000 in preferential loans was granted in 2008 and PLN 11 million was scheduled in 2009 for such loans. Within inland water transport tasks funded by the Infrastructure and Environment Operational Programme are performed, that is, modernisation of seven hydrotechnical facilities in order to restore class 3 navigability in the middle section of the Odra River Waterway.

As concerns sea ports, tasks are performed within the Infrastructure and Environment Operational Programme which relate to the improvement of access to ports from land and sea.

With respect to **passenger transport**, initiatives are under way to develop mass public passenger

transport; in particular, a bill has been prepared to specify the principles of the organisation, management and funding of public transport within communes, districts, provinces and the whole country, including, among others: principles of operators' access to transport service markets and concluding public service contracts with operators. Public transport should be developed according to the transport plan prepared by competent public administration entities. Local plans should be consistent with provincial plans and with respect to railway transport, provincial plans should be consistent with the state plan. An integral element of the plan will be to indicate funding sources while taking into consideration own funds of operators and organisers and possible additional funding from the state budget or EU funds. The experience of both Poland and other EU Member States shows that controlled competition provides the most efficient strategy of public transport development. Thus, the efficiency of public transport can be improved and services can be commissioned in the form of contracts for servicing lines economically unfeasible but vital for the public. On the basis of controlled competition the new public transport system will operate in Poland; its aim will be to improve performance and increase the efficiency of spending public funds. Subsidies from public funds are widespread in public transport, because a considerable part of transport services are profitable only with aid granted for providing public services. It is also possible to determine special tariffs at the national or local level for certain groups of the public and reimburse lost revenues to carriers due to the application of the tariffs.

With respect to the promotion of alternative, non-motorised road transport, efforts are under way within the work team consisting of representatives of the ministry, the parliament and the public which represent cyclists' community. The aim of the initiative is to improve the conditions of cyclists' participation in road traffic by changes in regulations, such as term definitions and principles of bicycle traffic and obligatory bicycle equipment. The initiative is constant in its nature.

Rationalisation of energy use

A number of measures listed below were undertaken which resulted in improved energy aspects of transport:

legal and financial

- **imposing electronically collected fees for using road infrastructure depending on the distance covered:** The Act of November 7, 2008 on the amendment of the act on public roads and certain other acts entered into force on December 24, 2008 which cancels lump-sum fees and imposes an electronically collected fee for using state roads in an amount depending on the distance (in kilometres) covered; it will contribute to more rational use by heavy road transport and thus reduced energy consumption (the electronic fee will enter into force on July 1, 2011),
- **promoting “environmentally clean” vehicles:** A system of environmental fees is in force in Poland which promotes vehicles having lower emission levels or fuel consumption. Furthermore, a reporting system concerning fuel consumption and CO₂ emissions in the marketing of new passenger vehicles was introduced as implementation of Directive 1999/94/EC. Moreover, efforts made to implement Directive 2009/33 which provides for systemic promotion of the purchase of road vehicles with lower emissions and higher energy efficiency, both within public tender procedures and acquisition of vehicles by public passenger transport operators. Furthermore, the requirements of Directive 2005/33/EC which restricts sulphur content in marine fuels have been

implemented. Moreover, the amended Annex VI to the MARPOL convention comes into force in July 2010 which imposes further reduction of atmospheric pollutant emissions from ships,

- **improving the quality of waterway transport:** Inland waterway carriers may apply for funds for undertakings which promote inland waterway transport as an environmentally friendly branch of transport and in particular for activities aimed to protect the environment (overhauls or replacement of used engines with new ones, conforming to environmental requirements),
- **international road transport within the EKMT permit system** (using vehicles with lower external noise and exhaust gas emissions): Polish carriers can apply for 1143 annual EKMT permits for EURO III and EURO IV vehicles, including 857 permits for EURO IV vehicles in 2009. When using the permits, entrepreneurs are required to obtain certificates which confirm the compliance with relevant environmental standards. It is noted that the higher number of permits for EURO IV vehicles to be distributed by Poland results from the request for such permits submitted by Poland to the EKMT secretariat which took into consideration the need to promote vehicles with lower exhaust gas emissions. It was also consistent with the expectations of Polish transport companies which now use many EURO IV or even EURO V vehicles. The Ministry of Infrastructure considers submitting a request for EKMT permits also for EURO V vehicles. Due to the lack of a requirement to hold permits for freight transport within the Community and permit quota for freight transport outside the EU which are in practice used for vehicles conforming to no more than the EURO II standard (in the case of permits for transport to and from third party countries, vehicles must comply with the EURO III standard), EKMT permits are currently the only instrument available for the promotion of vehicles with improved efficiency and emission performance parameters. Due to their popular character, transport services performed based on the permits in question have a significant influence on the environmental impact level.

technical

- **construction of motorways, ring roads and expressways:** 230 km of motorways, 210 km of expressways and 38 ring roads were opened in 2005-2008. In the next three-year period (2009-2012) heavy work on Poland's road network will also be performed. The objective is to develop a comprehensive network of motorways and expressways along the main trans-European transport corridors and to link Poland's main economic centres by 2012. This will contribute to increased transport efficiency and traffic smoothness and will lead to reduced energy losses due to traffic congestion,
- **technical undertakings related to vehicle construction:** the efficiency of fuel consumption in new passenger vehicles and trucks, buses, rolling stock and aircraft put into operation in Poland has been improving. The average CO₂ emissions from a new vehicle went down in Poland from 177 gCO₂/km in 1998 to slightly more than 152 gCO₂/km in 2008,
- **imposing road traffic speed limits within cities:** as of May 1, 2004 a statutory requirement to reduce speed limits in built-up areas during the day to 50 km/h (to 60 km/h between 11 pm and 5 am) was applied.

legal and administrative

- **improved infrastructure for cyclists and pedestrians:** the initiatives focused on the promotion of bicycles as a means of transport and construction of bicycle paths. The promotion of bicycle transport is supported by the widespread possession of bicycles and construction or designation of bicycle paths and traffic-free roads for daily local and tourist transport, both within and outside built-up areas. The use of bicycles is popularised through campaigns of non-governmental organisations which promote the bicycle as a means of transport and leisure and moderate prices of bicycles which encourage people to buy and use one. Furthermore, efforts started to implement the concept of multimodal transport through the development of bicycle parks located where a means of transport can be changed and through a possibility to carry bicycles using public transport,
- **initiatives in air transport:** air space has been divided into two types: so-called A and G, which will enable flights from point to point using the shortest route possible. The expected fuel consumption saving effect is estimated at 6-8%. Owing to the implementation of the most advanced systems for managing air traffic, the aircraft waiting time for landing and also energy consumption is reduced.

educational

- **information and educational initiatives concerning the necessity for drivers to change their behaviour:** such initiatives are related to information and education activities with respect to defensive driving which promotes significant reduction of fuel consumption and exhaust gas emissions (so-called Eco-driving),
- **promotion of public passenger transport:** a number of social actions are also undertaken (serial or periodic), such as “Change your ride for a bus”, European Sustainable Transport Week and European Car-free Day. Public Transport Days are organised each September. During Public Transport Days a fleet exhibition and associated events are organised, such as shows, games and competitions. The Public Transport Days (PTD) are part of the European Sustainable Transport Week and are related to the European Car-free Day. The aim of PTD is to promote public transport by showing it in a way which is normally unavailable for an ordinary passenger. The objective of the Public Transport Days (PTD) is to convince drivers to more often not to use their cars and switch to increasingly more modern and faster public transport.
- **marine education:** for example establishing the European Centre of Marine Education based on the Marine Academy in Gdynia and Szczecin, secondary and post-secondary schools and training centres. The Centre should play a role of a coordinating centre for the condition, use and modernisation of the existing educational framework and a coordinating centre of teaching based on the three-level education system, so-called Bologna system: first degree vocational studies (baccalaureate, engineering), second degree studies (master) intended mainly for the regeneration of own staff and providing personnel to public administration and institutions and third degree studies intended first of all for the development of science by providing young scientists (doctorate in technical science).

Achieving progress on the way to efficient and global solutions in order to reduce negative impacts of international sea and air transport.

Together with the activities in the field of sea and air transport specified below, measures related to water and air transport fuels, with improved quality standards and conforming to the latest EU

standards, are also noted which aim to reduce negative impacts of these branches of transport on the environment.

Tightening emission standards for internal combustion engines used on ships results from the provisions of Annex VI to the International Convention for the Prevention of Pollution from Ships 1973/1978 MARPOL in force since July 29, 2005. The provisions concern sulphur oxide (SO_x) and nitrogen oxide (NO_x) emissions. The Annex also concerns ozone layer-depleting substances, halocarbons and gases used in refrigerating systems. Amendments to Annex VI and the related NO_x Technical Code approved in 2008 imposed stricter requirements with respect to NO_x, SO_x, and dust (solid particles) emissions, especially in so-called Emission Control Areas (ECAs), with one of them being the Baltic Sea.

Activities related to CO₂ emission reduction from water transport are currently not yet included in the provisions of the Convention in question. However, intense efforts are now under way at the international forum to control this issue. Discussions and attempts to develop a formula for legal regulations related to greenhouse gas emissions from water transport are managed by the International Maritime Organisation (IMO) within which the initiatives of the Marine Environment Protection Committee (MEPC) and the Intersessional Working Group on Greenhouse Gas Emissions from Ships (ISWG GHG) established by the Committee aim to develop a system for the efficient control of CO₂ emissions from ships. The efforts focus on the development of the Energy Efficiency Design Index for newly constructed vessels, including a calculation method; completion of the temporary guidelines for the Energy Efficiency Operational Indicator, including factors for the conversion of carbon into carbon dioxide for marine fuels; preparation of tools for efficient ship management, including the Ship Performance Management Plan, and development of guidelines for best practices.

Among the instruments considered at the international forum in the context of reduction of greenhouse gas emissions from water transport, there are also proposals for establishing a global Emission Trading System (ETS) in Marine Transport and an International Fund for Greenhouse Gas Emissions from Marine Transport. It is, however, firmly noted that the specificity of marine transport owing to which it is distinct from all the other forms of transport justifies the necessity to do everything possible so that the marine transport sector remains outside the emission trading system. Inclusion of marine transport into the system, which would surely fail to include all countries in the world, would lead to ships being transferred to flags of countries not being parties to the Convention and thus not participating in the emission trading system. Apart from the proposal in question to include marine transport in the emission trading system, Poland's policy related to counteracting climate change is consistent with the direction of activities undertaken at the international forum and aims to establish an instrument package by 2012, including obligatory instruments, whose effect would be to reduce greenhouse gas emissions from marine transport.

Furthermore, popularisation of rational and environmentally friendly waste management in marine transport are important elements of the development of sustainable transport.

With respect to air transport, a number of initiatives have been under way aiming to improve sustainability of this transport industry.

In 2005 collaboration with EUROCONTROL was continued concerning the modelling of pollutant distribution around the Warsaw Okęcie Airport with particular consideration of aviation emissions.

In 2006, the air route system was reorganised with 28 routes removed and courses of 54 air routes modified. New Terminal Control Areas (TMAs) were established, namely: TMA Gdańsk, TMA Poznań and TMA Rzeszów. New division of TMA Warsaw was completed and borders of TMAs for Szczecin, Wrocław and Kraków were changed. Furthermore, borders of airport Control Zones (CTR) for Bydgoszcz EPBY, Łódź EPLL, Poznań EPPO, Rzeszów EPRZ and Zielona Góra EPZG were modified.

Borders of six Aerodrome Traffic Zones (ATZ) were modified. The existing air space structures were modified and new ones were established to ensure flexible management, namely: Temporary Segregated Areas (TSA), Temporary Feeding Routes (TFR), Temporary Reserved Airspaces (TRA) and Military Routes (MRT).

Furthermore, the Military Aerodrome Traffic Zone (MATZ) was reorganised, which included changes of horizontal and vertical borders. A database of the airspace management support system (CAT, Common Airspace Tools) was developed and launched in 2006.

In 2007, the implementation of the Environmental Management System according to the PN-EN-ISO 14000:2004 standard started. As a result, in July 2008, following an audit performed by Lloyd's Register Quality Assurance Limited (LRQA) a Certificate of Approval of the Environmental Management System was obtained. Furthermore, approach control service for TMA Poznań was established and the maximum sector configuration (CONFIG) was extended to between 10 am and 6 pm, which corresponds to the maximum demand for area control sector capacity. At the line of two Area Control Centres (ACC) for Minsk and Vilnius the On-Line Interchange (OLDI) system was implemented with sector capacity increased by 5%. The scope of work related to programme deployment included operational implementation of instrumental flight procedures based on precise area navigation in the terminal airspace of the Warsaw-Okęcie airport.

In 2008 a programme was started to implement Precision Area Navigation (P-RNAV) and Continuous Descent Approach (CDA) for TMA Warsaw. The objective of the programme with respect to P-RNAV is first of all to increase the capacity of TMA Warsaw by increasing the efficiency of air traffic flow management, decreasing conflicts between Standard Instrument Departures (SID) and Standard Arrival Departure (STAR) procedures and shortening flight trajectories. Owing to the implementation of CDA, an aircraft operator can follow a more economical flight profile which leads to reduced fuel consumption. Three flight carriers currently participate in the programme for CDA implementation in TMA Warsaw. It is planned that in Autumn 2009 CDA will be published in AIP Polska (Aeronautical Information Publication) as a technique mandatory during the night for TMA Warsaw. Furthermore, CDA is planned to be implemented in the other major airports.

In March 2009, an agreement was signed between the Polish Air Navigation Services Agency, Państwowe Przedsiębiorstwo Porty Lotnicze, PLL LOT Polish Airlines and handling agents to implement the Collaborative Decision Making (CDM) system at the Warsaw-Okęcie airport. The CDM system is based on a uniform comprehensive information flow system between respective partners concerning aircraft management within the airport (landing, ground services, takeoff). The CDM is anticipated to have a positive effect on reduced airport environmental impacts (for example

lower atmospheric pollutant emissions), to reduce costs of ground traffic at the airport and to enable optimum use of airport infrastructure and more efficient use of handling company resources.

Furthermore, the Polish Air Navigation Services Agency makes modifications of declared air traffic control sector capacities on a regular basis. Furthermore, ongoing works are performed in order to optimise the air route network in the Polish air traffic information area. DCT (direct flight) is also employed in FIR Warsaw as a standard to be followed during the night, which shortens flight trajectory.

Certain airlines, such as for example PLL “LOT” Polish Airlines, undertake initiatives, necessitated by the adaptation to increasing fuel prices, in order to replace their fleet gradually with more economical aircraft with more efficient engines. As of 2004, PLL LOT started to include in its fleet the Embraer 170 aircraft in the intention to replace with them the Boeing 737 aircraft on shorter routes with lower occupancy. In late April 2006 the larger but lighter Embraer 175 aircraft, with fuel-saving engines, started to be put into operation. In September 2005, PLL LOT entered into a contract with Boeing for the supply of seven Boeing 787-8 Dreamliner aircraft to replace the Boeing 767 aircraft currently operated by PLL LOT; according to the manufacturer, this will lead to approx. 20% lower fuel consumption.

The following activities within initiatives for the reduction of greenhouse gas emissions in the air transport sector in Poland are noted:

- implementation of Directive 2008/101/EC amending Directive 2003/87/EC so as to include aviation activities in the scheme for greenhouse gas emission allowance trading within the Community (managed by the Ministry of the Environment),
- implementation of the SES II package (legislative and operational initiatives: Ministry of Infrastructure, Polish Air Navigation Services Agency).

Increasing road traffic safety

A number of measures listed below were undertaken which resulted in improved road traffic safety. These included the following measures:

technical

Together with the aforementioned construction and modernisation of the road network in Poland, the Ministry of Infrastructure and the Secretariat of the National Road Traffic Safety Council in cooperation with local government authorities, within the GAMBIT National Road Traffic Safety Programme, operates a Programme for the Removal of Dangerous Spots on Roads. Between 2005 and the end of 2008, 357 dangerous spots were rebuilt (out of 376 planned to be completed by the end of 2009). Investment expenses amounted to almost PLN 373 million.

As a consequence of the efforts since the start of the Programme for the Removal of Dangerous Spots, the number of accidents was reduced by 66%, number of fatalities by 91%, number of people injured by 68% and number of collisions by 48%.

Furthermore, the Programme has a number of other positive outcomes in respective regions, such as:

- activation of local government authorities, mobilisation of funds and channelling efforts to specific activities to reduce road traffic-related risks for residents,

- improvement of the image of authorities by care about the safety of local communities,
- enhancement and development of collaboration between state and local government authorities at various levels,
- increased awareness, promotion of good practices and adequate approach to road traffic safety among local authorities, road administration and contractors,
- development of an additional market opportunity for small enterprises in regions, because large companies are not interested in low value contracts,
- recognition by local communities of measures aimed to improve road traffic safety and proving residents that the solutions used lead to saving the health and life of the residents and their families.

Furthermore, within the Dutch Town pilot project in Puławy, operated based on the Collaboration Agreement with the Ministry of Transport of the Netherlands, the road system of part of the city is being rebuilt. The aim of the project is to create a model solution for the rest of the country with a view to the future programme for traffic reduction in built-up areas. The outcome of the project is the reconstruction of the road system in the Włostowice district with an adjoining section of the provincial road in order to use comprehensively physical measures for traffic reduction, whose efficiency was proved over a course of many years in Dutch cities.

While aiming to intensify the development of road infrastructure at the local level with respect to communal and district roads, the Ministry of Internal Affairs and Administration has implemented a Long-Term Programme titled “2008-2011 National Local Road Reconstruction Programme” which is meant to be an instrument of governmental assistance to local governments in solving difficult problems related to the reconstruction, construction or repairs of the local road network, an important aspect of the improvement of road traffic safety.

According to the programme, when completed between 2009 and 2011, about 6,000 kilometres of communal and district roads will be built or rebuilt. Total outlays will amount to PLN 6 billion in 2008-2011, of which PLN 3 billion will be from the state budget and the rest from the budgets of local government authorities.

Within the Programme, several sections of district and communal roads have already been repaired, for example in Ciechów, Nysa, Świdrygały and Wabienice. The following road investments, among others, will be subsidised in 2009: in Lublin, Lubartów, Przysiółek, Tomaszów Lubelski, Parczew, Królewski Dwór, Włodawa and Zwierzyniec.

educational

The Polish Council for Road Traffic Safety and the Ministry of Infrastructure are involved in a number of education and information actions aimed to change the behaviour of road traffic participants. In 2008, a cycle of pilot campaigns titled “Drunk? Don’t drive! Switch on your brain” was organised with successive stages in Lublin (spring), Trójmiasto (summer holiday period), Olsztyn (autumn) and just before Christmas in December throughout Poland.

The aim of the social campaign titled “Drunk? Don’t drive!” was to reduce the number of “post-disco” accidents caused by young people driving under the influence of alcohol by increasing the awareness of consequences of accidents.

In Spring 2009, the Olsztyn Police performed another sobriety control operation at the end of the “Drunk? Don’t drive!” pilot project and summarised the effect of the educational and preventive initiatives supported by strengthened law enforcement on drivers’ behaviour.

A Poland-wide radio campaign titled “Holiday without BAC” organised by the National Road Traffic Safety Council started in August 2009 and in autumn and winter the next stage of the “Drunk? Don’t drive!” campaign is planned. At the same time other preventive measures are undertaken in collaboration with non-governmental organisations, such as “I’m driving sober” and “European night without accident”.

The second stage of a social campaign titled “Use your imagination” started in August 2009, aimed to improved safety and increase the awareness of road users being at the highest risk. The campaign started in April 2009 with messages related to safe driving by motorcyclists. Currently, the initiators and partners of the programme address young drivers to encourage them to eliminate dangerous behaviour while driving and “use their imagination” when driving vehicles.

Within the celebration of the European Road Traffic Safety Day, a social campaign titled “Speed limits save lives” was inaugurated on October 13, 2008. The objective of the campaign was to improve public approval for new solutions concerning the enforcement of regulations in force in Poland and throughout the European Union and principles of respecting speed limits and understanding the importance of speed differences for accidents.

Due to the large number of accidents involving pedestrians, the campaign titled “Speed limits save pedestrians” was continued in December 2008 with particular attention paid to speed when a pedestrian is involved.

In June 2009, another edition of the campaign titled “Bike – safely to destination” started; its aim is to improve the awareness of cyclists with respect to hazards which may be encountered on the road and to strengthen the habit to comply with road traffic regulations. Similar are also the objectives of the “Safe driving. Bicycle riding permit – my first driving licence” campaign.

Furthermore a programme is under way in Warsaw and Kraków titled “Taxi with a child car seat”. The campaign is planned to include all major cities in Poland. Within the programme, its organiser bought 144 car seats for children aged 0.5 to 12 years. The seats were donated to selected taxi corporations. Before the start of the programme, the car seat manufacturer organised training for drivers in the safety of transporting children in vehicles and car seat setup. The aim of the programme is to promote safe travelling with children in public transport and education of caregivers about how to carry children safely also when short distances are covered, for example in a taxi.

Another stage of the campaign titled “Safe Car Academy – Don’t wait for breakdown – have your car controlled just for safety” was conducted in 2008. The aim of the “Safe Car Academy” campaign is to make road traffic participants realise the relationship between the running order of vehicles and safety.

Furthermore, with respect to the improvement of road traffic safety, a number of initiatives are undertaken with the aim of teaching how to use bicycles safely (training of teachers and schoolchildren, bicycle driving permits for students and schoolchildren, campaigns which promote reflective parts and vests, helmets, etc.) and encouraging the public to use a bicycle (for example investments in bicycle paths and parks, promotional campaigns, information materials, such as “Safety on the road”, “Remember, you have only one life”, “Transport Education”, “Safe Road” inserts in local press, etc.).

legal and administrative

Moreover, legislative efforts are under way to improve road traffic safety. The examples of draft legislative acts which will influence road traffic safety include:

- the Government’s bill on the amendment of the Penal Code Act, the Act on Criminal Procedure Code, the Act on Executory Penal Code, the Act on the Fiscal Penal Code and certain other acts (parliamentary publication no. 1394). The draft provides for the increased maximum limit of fines from 360 (currently) to 540 daily rates (Art. 33(1) of the Penal Code). The amendment, to be applicable to all offences which carry a penalty of a fine without the maximum limit being defined will lead to the increase of the potential number of people whom the court will be able to fine as a penalty corresponding to the social danger of the criminal act and degree of fault, thus applying the directive of Art. 58(1) of the Penal Code to treat the imprisonment sentence as the *ultima ratio*. The draft also contains amendments related to restriction of liberty sentences. For the penalty as currently applied was found not to fulfil its rehabilitation functions as required and it may not be a real alternative to the imprisonment penalty in a sufficiently broad scope. The draft provides for amendments to legal regulations by removing barriers due to which the restriction of liberty penalty is currently executed inefficiently. Changes related to both types of penalty will be obviously applicable to perpetrators involved in offences against traffic safety, including driving in a state of intoxication;
- the Government’s bill on the amendment of the Act on Misdemeanour Code and certain other acts (consultations between ministries are currently under way). The draft increases the maximum limit of fine to PLN 10,000; therefore, the maximum amount of fine for driving a vehicle in a state of intoxication will be doubled;
- the Government's bill on vehicle drivers (consultations between ministries are completed). The bill on vehicle drivers was prepared as a response to negative occurrences related to the process of obtaining licenses to drive motor vehicles and as one of the elements of measures aimed to reduce the number of road accidents as specified in the GAMBIT 2005 National Road Traffic Safety Programme. The main objective of the act will be to:
 - improve road traffic safety by increasing qualifications of vehicle drivers,
 - minimise negative occurrences related to the process of obtaining licenses to drive vehicles, such as frauds, dishonest performance of services related to driver training and corruption.

The significant reduction of the number of road accidents and the number of casualties will be achieved following the entry into force of the Act on the amendment of the Road Traffic Act and the amendment of certain acts passed by the Parliament of the Republic of Poland on April 2, 2009. The act provides authorisation to develop an automatic speed surveillance system for road vehicles. We

are currently expecting a ruling from the Constitutional Tribunal as the President of the Republic of Poland questioned the consistence of the Act with the Polish Constitution.

Furthermore, measures have been initiated to introduce a requirement for every child to obtain a bicycle driving permit on the graduation from the primary school.

Development and implementation of municipal transport plans and systems

It is noted to complete the aforementioned information on passenger public transport that work on the bill on public mass transport is coming to an end. The draft provides for an obligation to prepare a so-called Integrated public transport development plan. The requirement will be applicable to communal local government authorities, among others, with at least 50.000 residents.