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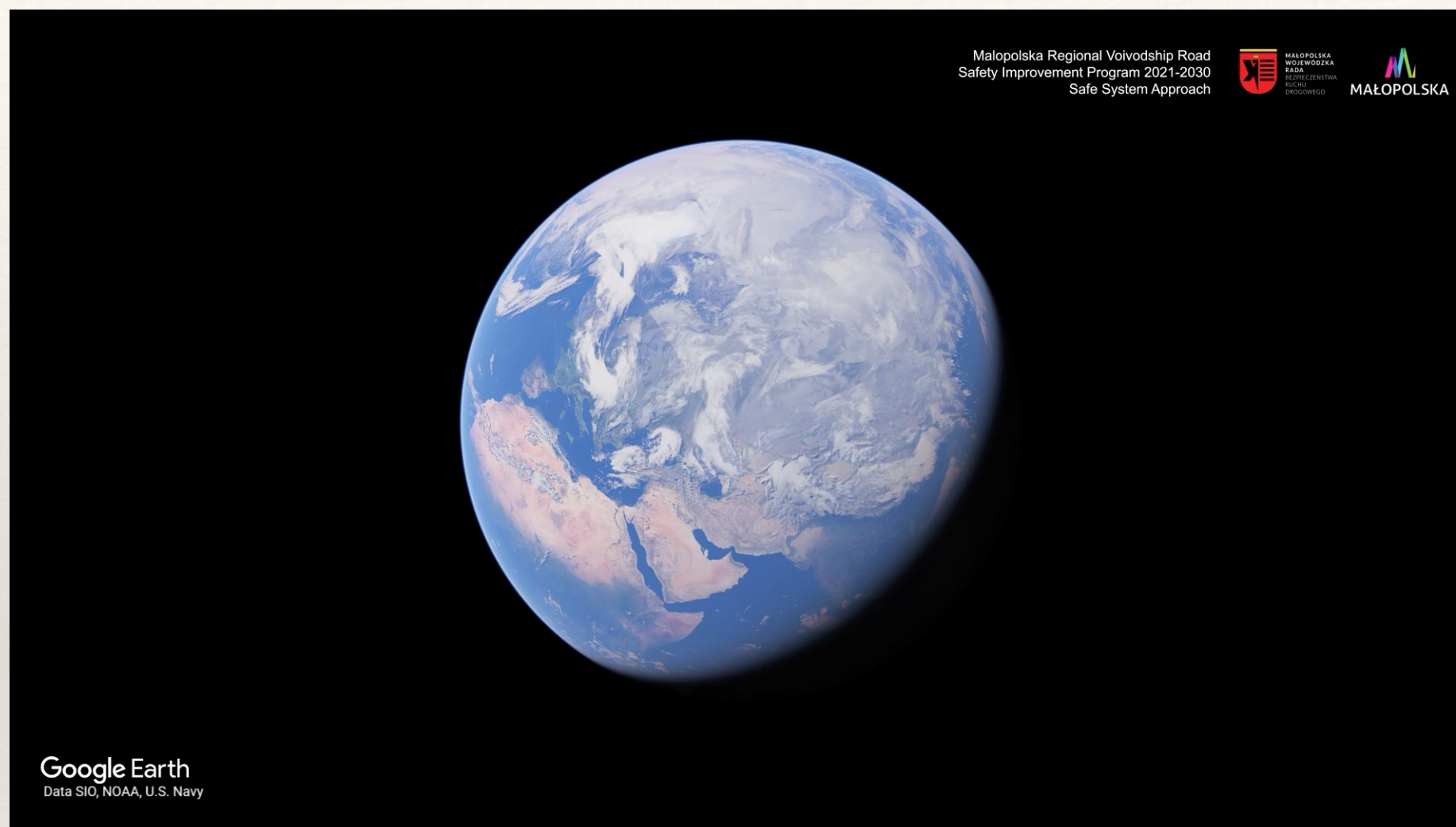
 MAŁOPOLSKA



Personal mobility devices and other devices facilitating sustainable and inclusive mobility.

NEW TRAFFIC RULES IN POLAND
IMPLEMENTATION OF THE LAWS -OUR PERSPECTIVE
SUSTAINABLE, SAFE & INCLUSIVE MOBILITY

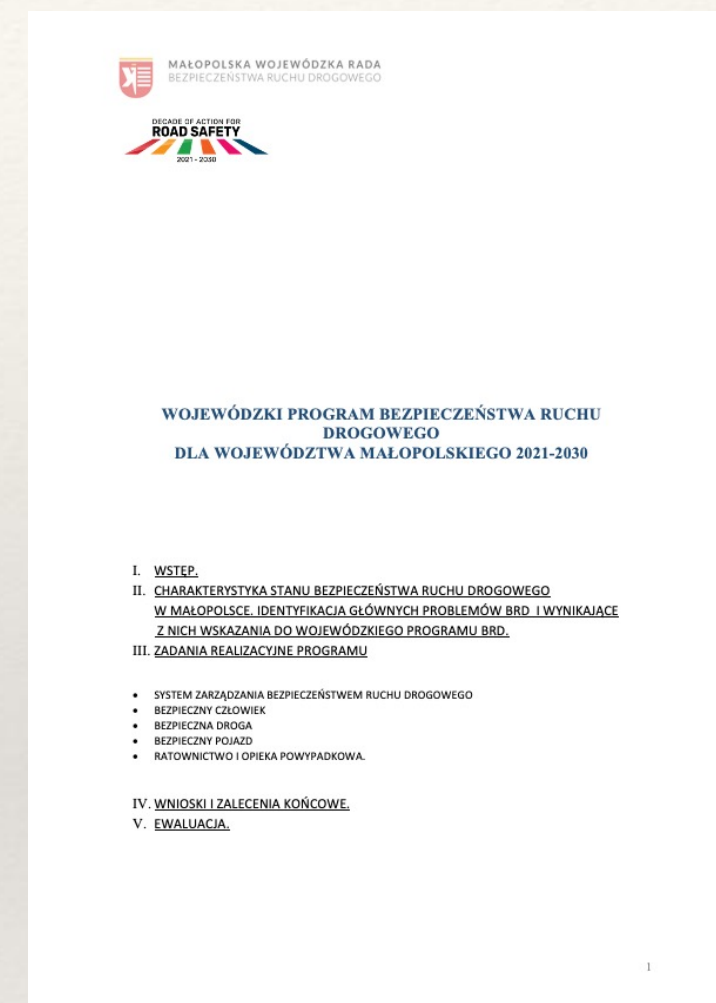
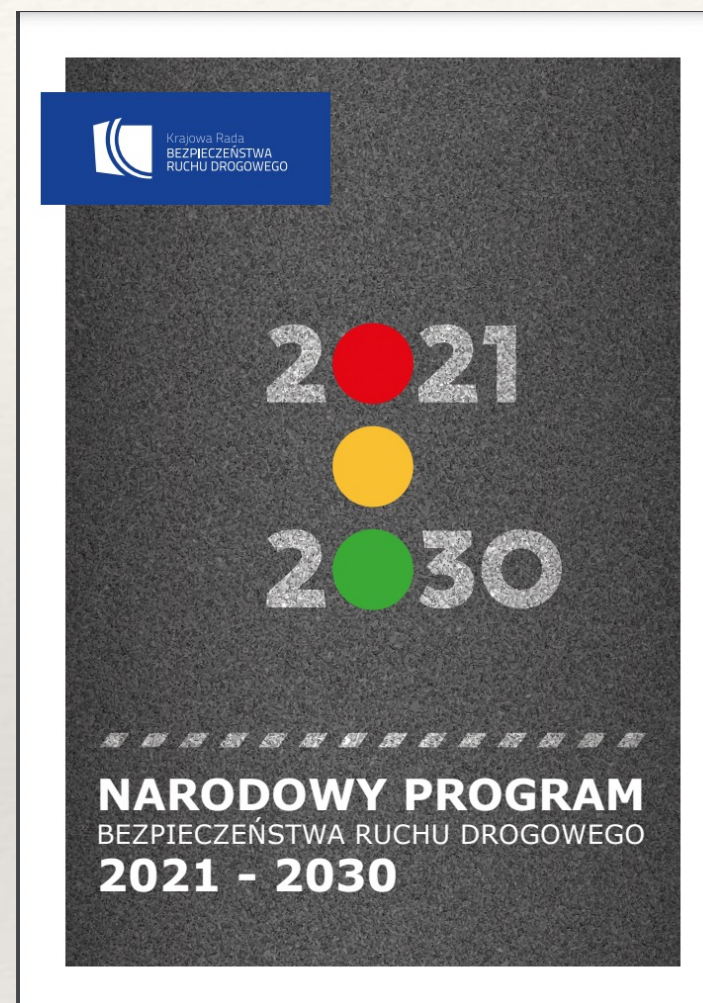
Katarzyna Dobrzańska-Junco
Malopolska Voivodship Road Safety Council , Poland





Małopolska Voivodship Road Safety Council is composed of 30 organizations responding directly to the Marshal of Małopolska including the commune self-governments of Małopolska (one of 16 voivodships in Poland), Traffic Department of Małopolska Voivodship Police Headquarters in Cracow and the Cities and District headquarters, Firefighters Voivodship Headquarters, Emergency Services, the Voivodship Road Authority in Cracow, the Board of Education in Cracow, Inspection of Road Transport in Cracow; the General Directorate for National Roads and Motorways in Cracow; the Małopolska Road Traffic Centers, Universities, as well as non-profit organizations.

In 2021 the implementation of safe system project in Małopolska was included in the **World Bank & ITF / OECD Report** as an example to follow: “The Safe System Approach in Action”.





PART 1 – NEW TRAFFIC RULES IN POLAND

Poland in 2021 introduced important law on personal mobility devices, according to which created 3 separate categories of micromobility devices:

UTO: Personal transport devices (e-skateboards, etc.)

UWR: Devices supporting movement (rollers, roller skates, skateboard, scooters – powered only by muscles) on public roads, in residential areas and in traffic zones (speed limit, minimum user age, etc.)

E-scooters

The new law introduces new obligations on riders, including:

- a speed limit of 20 km/h on all public roads
- riders are required to use bicycle lanes where available, if such lanes are not available, they may use roads, however if the road has a speed limit greater than 30km/h, they may ride on the footpath (as last option).
- **pedestrians have priority** over e-scooter or UTO riders, moving on a part of the infrastructure intended for pedestrian traffic.
- riders are obliged to give way to pedestrians and not to obstruct their passage.
- riders should limit their speed on footpaths to walking pace (approx 5km/h).



Age restrictions for e-scooters and UTO



The new legislation **prohibits**:

- riding the e-scooter on a public road by a child under 10 years of age is prohibited in any situation, including whilst under the supervision of an adult.
- children up to 10 years of age are able to ride the electric scooter only in a residential area, under the supervision of an adult.
- riders from 10 to 18 years of age, are required to have the same qualifications as for cycling, i.e. a **bicycle card** or driving license of categories AM, A1, B1 or T.
- riding an e-scooter on a road with a speed limit greater than 30km/h,
- riding an e-scooter or a personal transport device (UTO) whilst under the influence of alcohol or a substance similar to alcohol.
- transporting other people, animals and objects with an e-scooter or personal transport device,
 - pulling or towing other vehicles with an e-scooter or personal transport device.
- using a telephone whilst riding.



PART 2 – IMPLEMENTATION OF THE LAWS -OUR PERSPECTIVE

Advantages & disadvantages of the implemented changes from the perspective of local government.

Advantages: clear rules, introduced with anticipation, before the real impact of presence of new devices in Polish cities.

Disadvantages: lack of sufficient social campaign, lack of enough law enforcement (fines and bicycle cards)

A fine of 200zł (appr. 40 eur) is provided for using the phone while driving, requiring the driver to hold the handset or microphone in the hand.

Transporting another person, animal or cargo is punishable by a fine of 100zł (appr. 20 euro).

For driving on a public road, in a residential area or in a zone where a vehicle other than a motor vehicle is in motion by a person under the influence of alcohol or a similar substance, the fine is from 300 to 500zł (appr. 100 euro). Violation of the conditions of stopping or parking the vehicle on the pavement will result in a fine of 100zł (20 euro)

What are the chances and opportunities and lessons to be learned based on analysis made in the city of Cracow.

Main violations: riding under influence of alcohol, riding 2 or more persons on one device.

Other problems to solve: lack of enough parking spaces for e-scooters, lack of important contracts with operators regarding road safety campaigns, still lack of duty of wearing helmets;

Human factor: bicycle card (required also for the use of e-scooters) as growing opportunity to reinforce the road safety education in Poland.



Bicycle card - in accordance with the Act on Vehicle' Drivers, one of the documents confirming the entitlement of a person who is under 18 years of age to ride a bicycle or e-scooter. A bicycle card can be obtained after reaching the age of 10 and passing the qualification exam. Such exams are usually carried out in a primary schools (4th grade), and the authority issuing the document is the headmaster of the school. For a person who has completed primary school, the card is issued by the director of the Provincial Road Traffic Center. The card is free of charge and indefinitely. Persons over 18 years of age are not required any document entitling them to ride a bicycle or e-scooter.

- Opportunities and development areas: parents-teachers-directors-children.
- New Regulation of the Minister of Education concerning traffic education in primary schools (signed on February 2023)



PART 3 – SUSTAINABLE, SAFE & INCLUSIVE MOBILITY

Human factor: example of campaigns for micromobility and exchange of practices with other countries forging consensus, innovating thinking and coordination of efforts for best legislation and education solutions within micromobility.

Cooperation with Academy of Fine Arts in Cracow



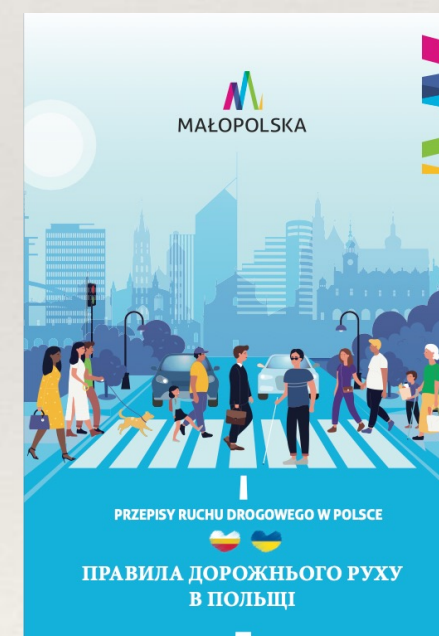


Exchange of practices with other countries forging consensus

-Exchange program for students from two regions from Poland and Spain – based on bringing knowledge on rules and regulations concerning micromobility and proposal of improvements and proactive exchange of ideas with the aim of official application for local governments

Pro active approach towards changes in society: inclusive mobility – road safety prevention for the citizens from Ukraine

- Cooperation with General Consulate of Ukraine in Cracow
- Implementation of trainings and workshops regarding all traffic rules, prevention and mobility in the region of Malopolska including micromobility
- Preparation of materials and tools available in Ukrainian language





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Thank you!

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URZĄD WOJEWÓDZKI W KRAKOWIE

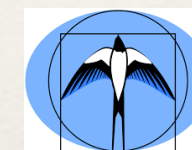


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W KRAKOWIE



Generalna Dyrekcja
Dróg Krajowych i Autostrad



Politechnika Krakowska
im. Tadeusza Kościuszki



Zarząd Dróg
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ZDW

Zarząd Dróg Wojewódzkich w Krakowie
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INSTYTUCJA WOJEWÓDZTWA MAŁOPOLSKIEGO



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