

**European Seminar on Road Safety
Challenges for Cyprus
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**«Applicant and Southern Countries into EU Context
A Southern Point of View»**



Dr. George Yannis, Lecturer
School of Civil Engineering
National Technical University of Athens

Basic Road Safety Figures (2000)

	Population (millions)	Vehicles (millions)	Persons Killed	Killed per million Vehicles
Southern Member States	118	76	16.098	211
New Member States	75	31	11.499	365
Other EU Member States	375	145	23.763	164
Total	568	253	51.360	203

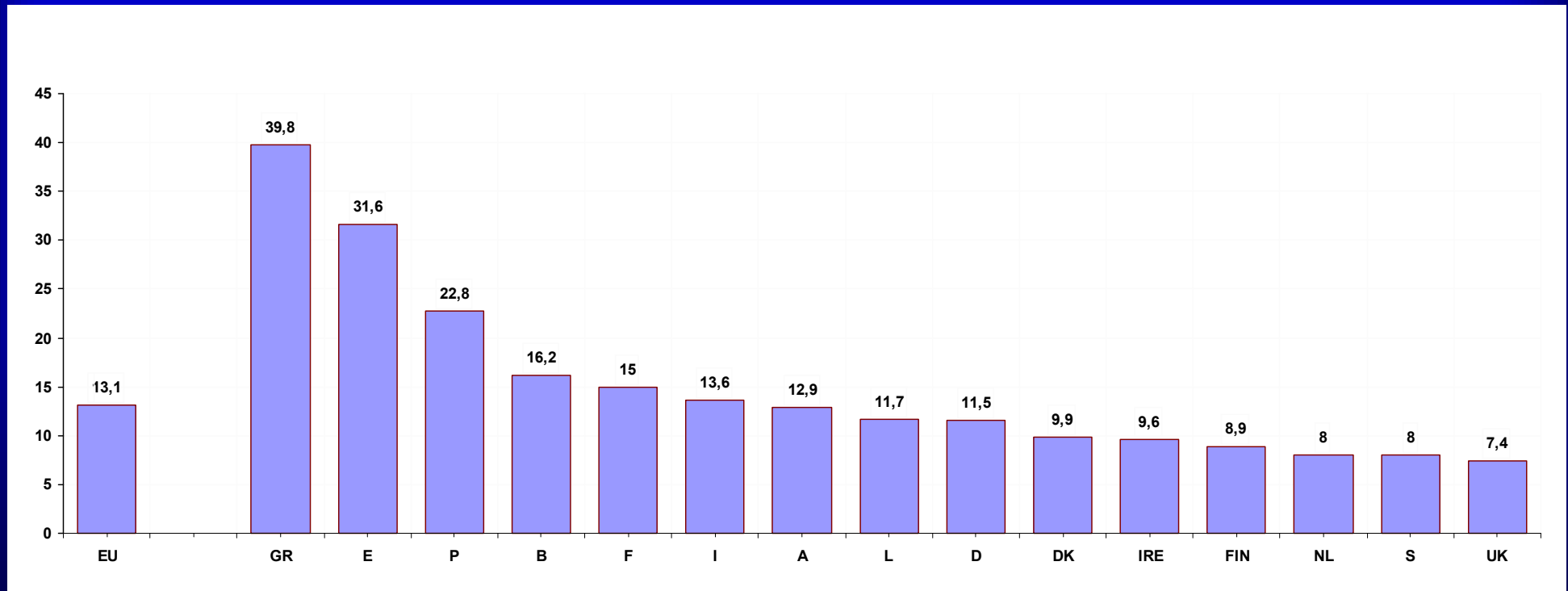
Source: CARE, IRTAD, Eurostat

***Southern Member States:** Portugal, Spain, Italy, Greece*

***New Member States:** Cyprus, Czech Republic, Estonia, Hungary, Latvia,
Lithuania, Malta, Poland, Slovakia, Slovenia*

Road Safety Performance in EU Member States

(fatality rate per billion motor vehicle kilometers)



Source: ETSC, 2003

Portugal

On January 2003, the Portuguese Government approved the first National Road Safety Plan (prepared by LNEC, PRP and DGV), in which the following quantitative are set:

- to reduce by 50% the number of KSI (killed and serious injuries) resulting from road accidents in 2010, as compared to the average number of yearly reported victims in the period 1998-2000
- to reduce by 60% the number of KSI resulting from road accidents in 2010, involving pedestrians and two wheel vehicle occupants occurring in urban areas (as compared to the average number of yearly victims in the period 1998-2000)

Spain

In Spain every year, Yearly National Road Safety Plans are issued, where are stated:

- the specific road safety objectives of the year (not quantitative)
- the specific road safety measures
- concrete budget for each measure
- the Authority in charge of the implementation
- the specific geographic areas of implementation

No quantified targets are stated in these Yearly Plans

Italy

- A national road safety programme setting the target of reduction of fatalities by 40% till 2010 was adopted so far
- Inappropriate data (very frequent system changes) make very difficult the overall evaluation of road safety level in Italy as well as the identification of specific road safety problems and the impact of measures implemented
- Even though a well designed legislation framework is available, the implementation of measures is efficient only in a limited number of regions and cities
- Several piecemeal initiatives but not a systematic nation-wide approach

Why Greece shows steadily the lowest level of Road Safety?

- Fragmentary implementation of road safety measures and lack of coordination between the competent Authorities, resulting in reduced efficiency
- Lack of systematic enforcement of all road safety related infringements
- Road network insufficiencies and inadequate maintenance inside and outside urban areas
- Lack of an efficient system for road safety training and information of the drivers, as well as of a reliable vehicle technical inspection system
- Insufficient system for road casualty care
- Lack of systematic monitoring of the road safety level and problems and of the appropriate assessment of the measures efficiency

Setting the Targets for the Road Safety Program in Greece

The first five-year Strategic Plan for the improvement of road safety in Greece (prepared by NTUA) was officially adopted by the Government on June 2001 and **the target set was the decrease of 20%** up to 2005 and 40% up to 2015 in the number of persons killed in road accidents

The target setting procedure was based on the co-consideration of:

- a) views of Greek and foreign experts on the implementation degree and the efficiency of the proposed road safety measures
- b) targets of programmes from other developed countries

The target setting procedure was not based on a detailed evaluation of the potential benefits from each road safety measure proposed

Basic Road Safety Related Trends in Greece

	1998	1999	2000	2001	2002	1998-2002
Injury road accidents	24.819	24.231	23.127	19.710	16.852	-32%
Persons killed	2.182	2.116	2.088	1.895	1.654	-24%
Vehicles (x1000)	4.323	4.690	5.061	5.390	5.741	+33%
Speed infringements	92.122	97.947	175.075	316.451	418.421	+354%
Drink & drive infringements	13.996	17.665	30.507	49.464	48.947	+250%
Drink & drive checks	202.161	246.611	365.388	710.998	1.034.502	+412%

Source: Police, National Statistical Service of Greece

Progress of Road Safety Actions in Greece

- Traffic Police continued the intensification of road safety enforcement (mainly speeding and drinking and driving)
- Two large-scale campaigns for the promotion of road safety were issued
- The Ministry of Transport and Communications has started the implementation of a 14-points programme for the improvement of road safety, dealing mainly with driver behaviour and vehicle inspection
- The Ministry of Public Works limits its actions to the development of a motorway network (750 km in Patras-Athens-Thessaloniki, 700 km in Via Egnatia, 70 km in the Athens Ring Road)

Evaluation of Road Safety Target setting in Greece

In the first 18 months, a decrease of 13% in the number of persons killed was observed, attributed to:

- a) some actions (mainly the enforcement intensification)
- b) important increase in vehicle ownership

Targets set for Greece are expected to be largely met, a fact attributed mainly to the **underestimation of important external parameters** (steep increase of vehicle ownership and related congestion) during the target setting process.

Cyprus

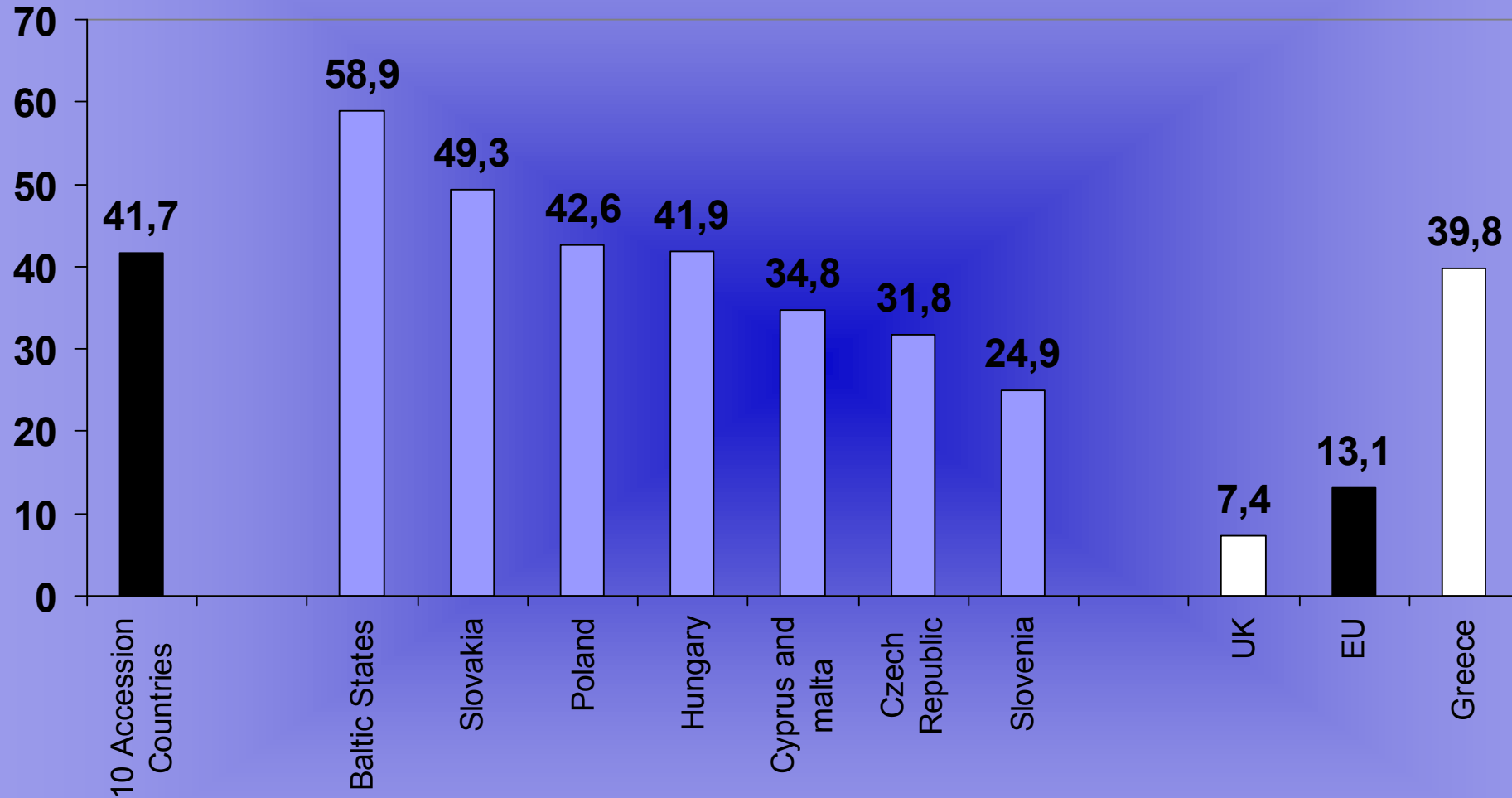
- On 2002, the Government of Cyprus approved the first National Road Safety Strategic Plan (prepared by ETEK and NTUA experts) covering the period 2002 – 2006.
- It is the first time that quantitative targets are set in Cyprus as far as road safety improvement is concerned and an integrated policy is introduced.
- The target set was to reduce by 20% the number of persons killed in road accidents in 2006, as compared to the average number of yearly reported persons killed in the period 1996-2000 (this is translated into a number of persons killed in road accidents in Cyprus by 2006 of less than 90).

Lessons from Southern European Countries

- Several different road safety patterns are found in the various Countries and Regions of Southern Europe
- Inadequate organisation of road safety Authorities constitutes the main cause of limited efficiency of road safety policies and measures
- Increased traffic of two-wheel motor vehicles and pedestrians constitute basic reason for increased accident risk
- A large gap exists between theory and practice: e.g. legislation and implementation
- Targeted road safety programs made their appearance

Road Safety Performance in the 10 New Member States

(fatality rate per 100.000 motor vehicles)



Source: ETSC, 2003

Basic Road Safety Trends in the New Member States

- Average road safety level in the New Member States lacks seriously behind (about three time less safe) the average road safety level of the European Union of 15 Member States
- No uniformity between the New Member States is observed in both the road safety level and the related efforts
- Several efforts for the improvement of road safety in several of the New Members States took place during the last decade, but a lot more have to be done, especially at the Countries with high casualty record
- In some countries (e.g. Cyprus, Poland, Hungary, Czech Republic, Slovenia) targeted road safety plans are issued since long

Road Safety Priorities for the Southern Member States

- Creation of a safe environment (behaviour, roads, vehicles) for the traffic of two-wheel motor vehicles and pedestrians
- Efficient organisation of road safety Authorities
- Systematic accident and traffic data collection combined with serious analyses of road accident causes
- Introduction of systematic monitoring of the measures implementation and the related results
- Systematic promotion of the adequate driver behaviour
- Introduction of targeted road safety programs at national and regional level

EU Priorities for the Zone with less safe roads

- Abandon of the "Subsidiarity" principle limiting any serious EU level initiative, as road accidents make no distinction of nationality of persons involved (see the two major German bus accidents in Hungary and France)
- Introduction of compulsory tools for road safety improvements in all EU Member States could be proved very beneficial for the Zone of Countries with less safe roads:
 - nation-wide systematic hazardous locations management, road safety audits and inspection and road safety impact assessment
 - dedicated budget to road safety actions
 - independent, reliable and continuous monitoring of safety level, action implementation progress and measures impact
 - systematic publication of safety measures results

Conclusion

- The achievement of EU road safety target (-50% by 2010) depends directly on the performance of the Zone of Countries with less safe roads, as these present the higher improvement potential.
- The two Geographic Entities (Southern and New Member States) present significantly different road safety patterns and consequently differentiated policies are required.
- Within each Geographic Entity important differences between road safety levels and cultures exist, which should be reflected in the selection of measures to be taken.
- The role of the European Union in introducing compulsory and quantified road safety procedures is considered necessary.