



# Drinking and Driving in Greece



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# Presentation Outline

- Introduction
- Greece in Europe and the World
- Drink and drive characteristics in Greece
- Driver attitudes towards drink and drive
- Conclusions



- Despite high levels of community education and sustained enforcement, alcohol-related accidents and drink-driving offences continue to pose a **threat to road safety**
- Excess alcohol contributes to about **25%** of all **road deaths** in **Europe**
- With a BAC of 1.5g/l the **crash rate** for fatal crashes is about **200 times** that of sober drivers
- Compared to other global regions, Europe is by far the **heaviest drinking** region of the world



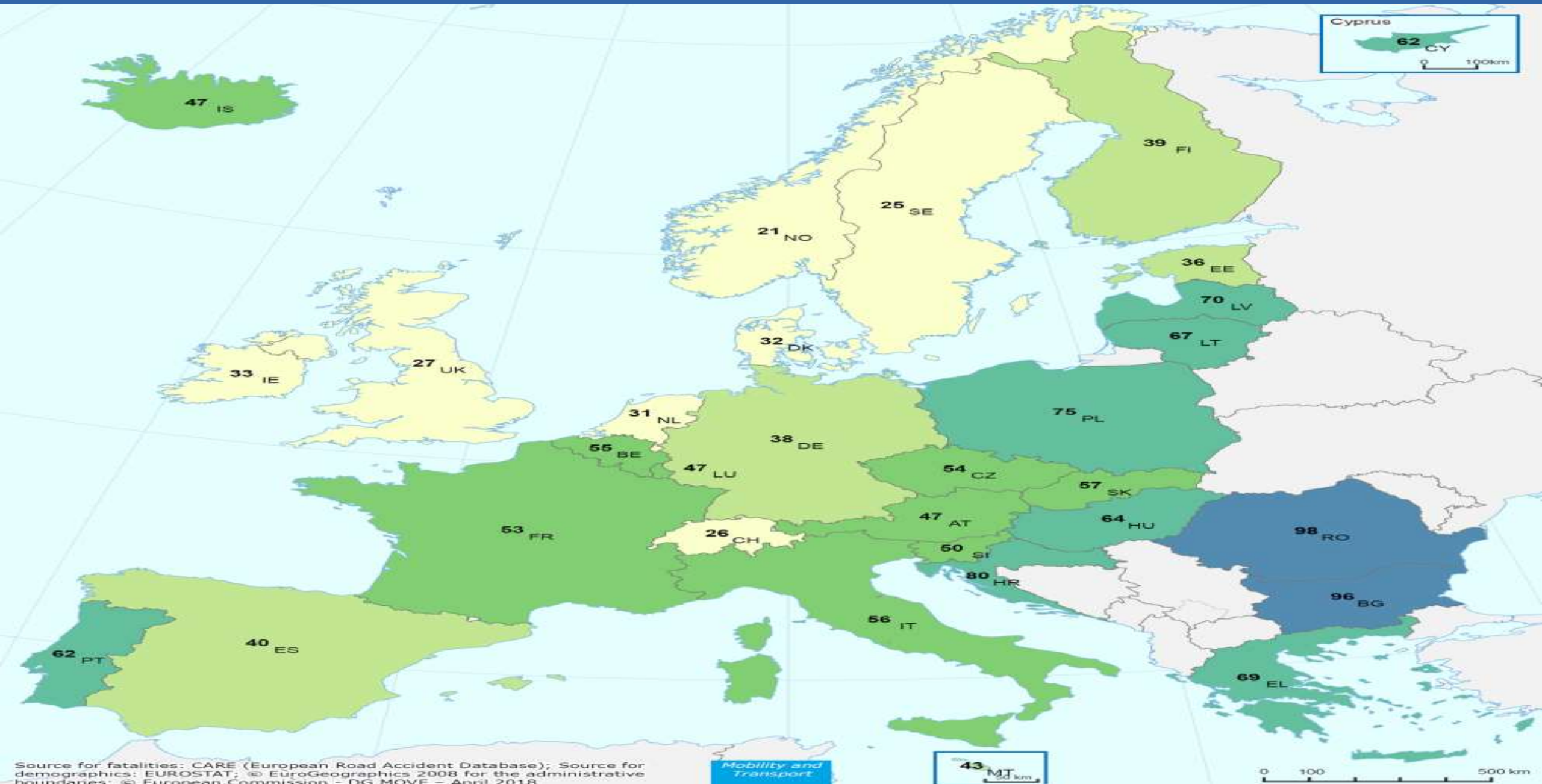


In order to present the overall drink driving situation in Greece several data sources were investigated including:

- “How traffic law enforcement can contribute to safer roads” - **ETSC PIN Flash Report 31**
- “Alcohol-related road casualties in official crash statistics” - **OECD/ITF**
- Hellenic Statistical Authority - **EL.STAT.**
- E-survey of Road Users’ Attitudes - **ESRA**
- Social Attitudes to Road Traffic Risk in Europe – **SARTRE4**

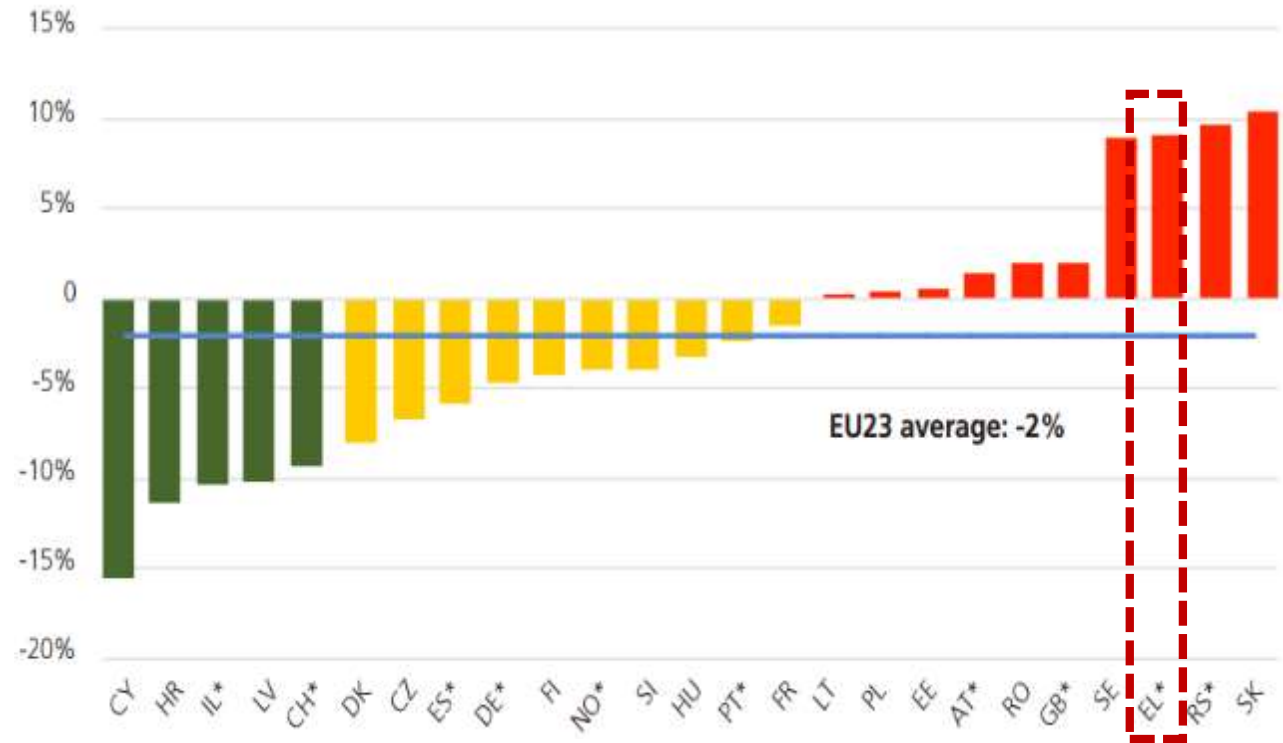


# Greece in Europe and the World



# Road deaths attributed to drink driving evolution

- In the majority of countries, **progress** in **reducing** drink driving has contributed more than its share to overall **reductions** in **deaths**.
- In Cyprus, drink driving deaths were cut by 16% **faster than other road deaths** each year on average since 2010, in Croatia by 11% and in Israel and Latvia by 10%
- In Slovakia, Serbia, Greece, Sweden, Great Britain, Romania, Austria, Estonia, Poland and Lithuania **developments** in drink driving deaths have **slowed down** overall **progress** in reducing road deaths



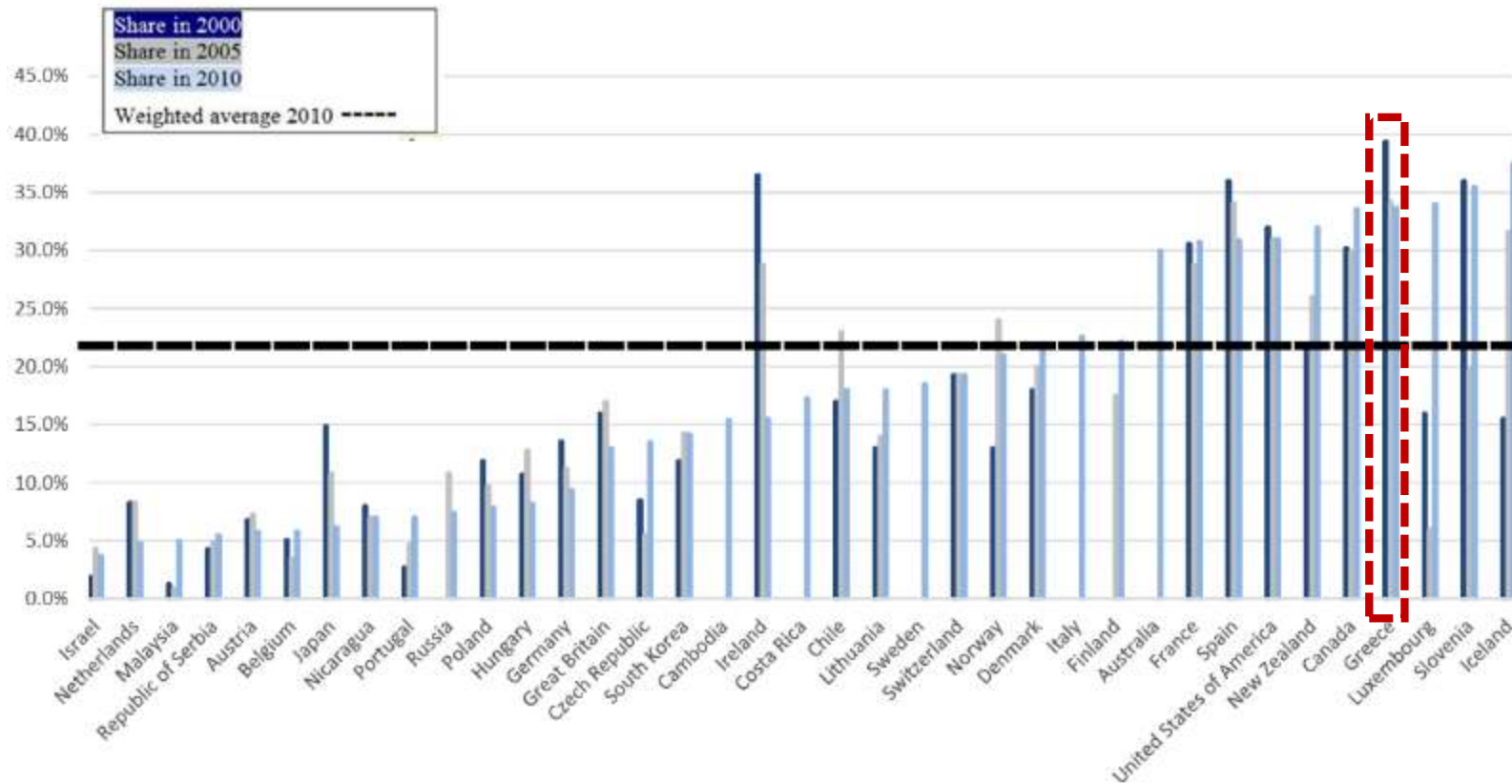
Difference between the average annual change (%) in the number of road deaths attributed to alcohol and the corresponding reduction for other road deaths over the period 2010-2015.

Source: ETSC, 2016





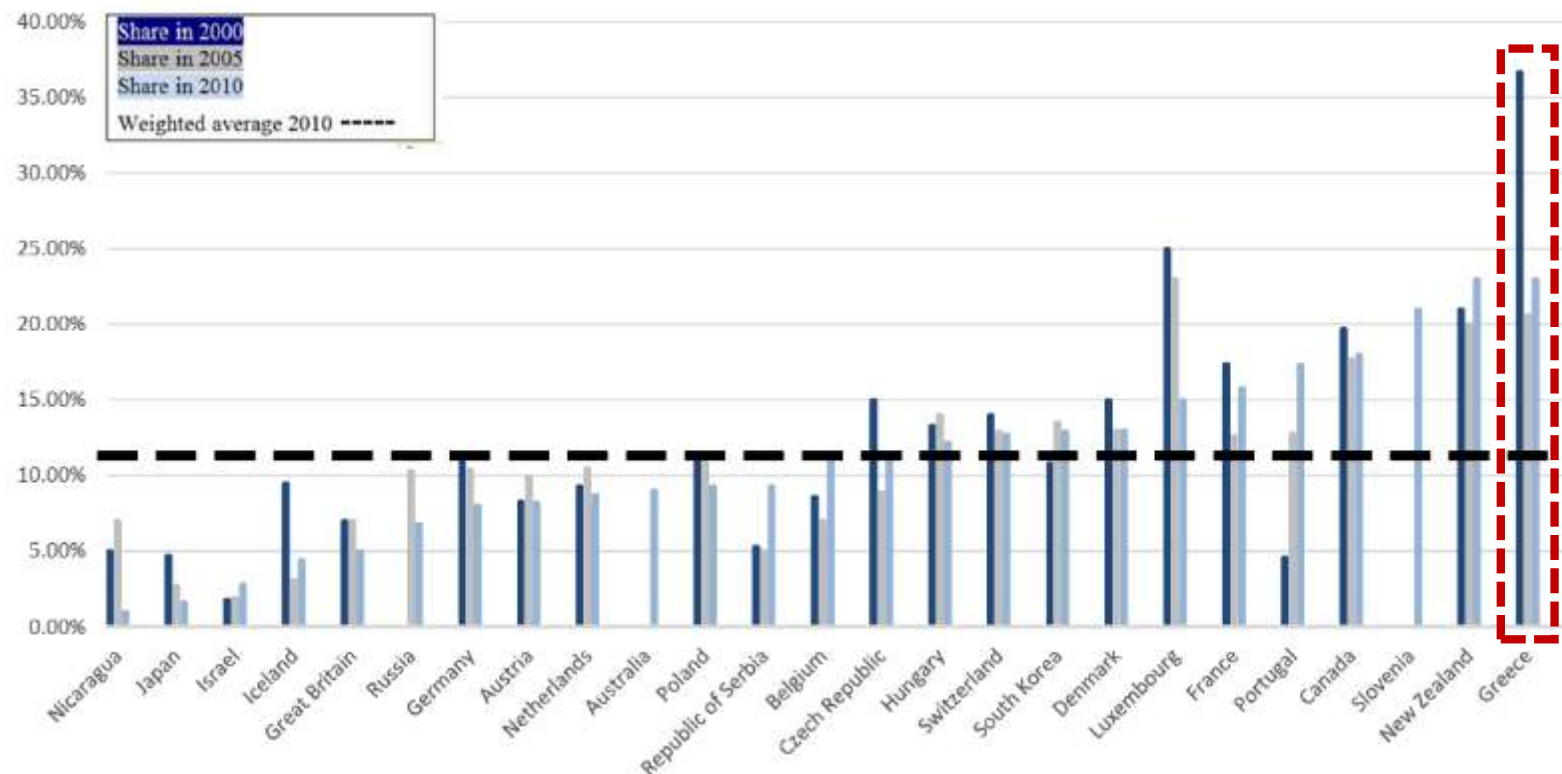
# Share of alcohol-related road fatalities



Source: OECD/ITF (2017). Alcohol-related road casualties in official crash statistics. International Transport Forum, Paris.

- In general, the share of alcohol-related fatalities has remained **stable over the years**
- 16 countries had an **increased proportion** of alcohol-related fatalities
- In 2010, the share of alcohol-related fatalities ranged from approximately **5% to 35%**
- In ten countries more than **30%** of road fatalities were alcohol-related

# Share of alcohol-related road serious injuries



Source: OECD/ITF (2017). Alcohol-related road casualties in official crash statistics. International Transport Forum, Paris.

- The average share of alcohol-related injuries remained quite **stable** between 2000 (12.3%) and 2010 (11.3%)
- The highest shares of alcohol-related serious road-injuries were found in New Zealand (23%) and **Greece (23%)**
- The lowest share was recorded in **Japan (1.6%)**

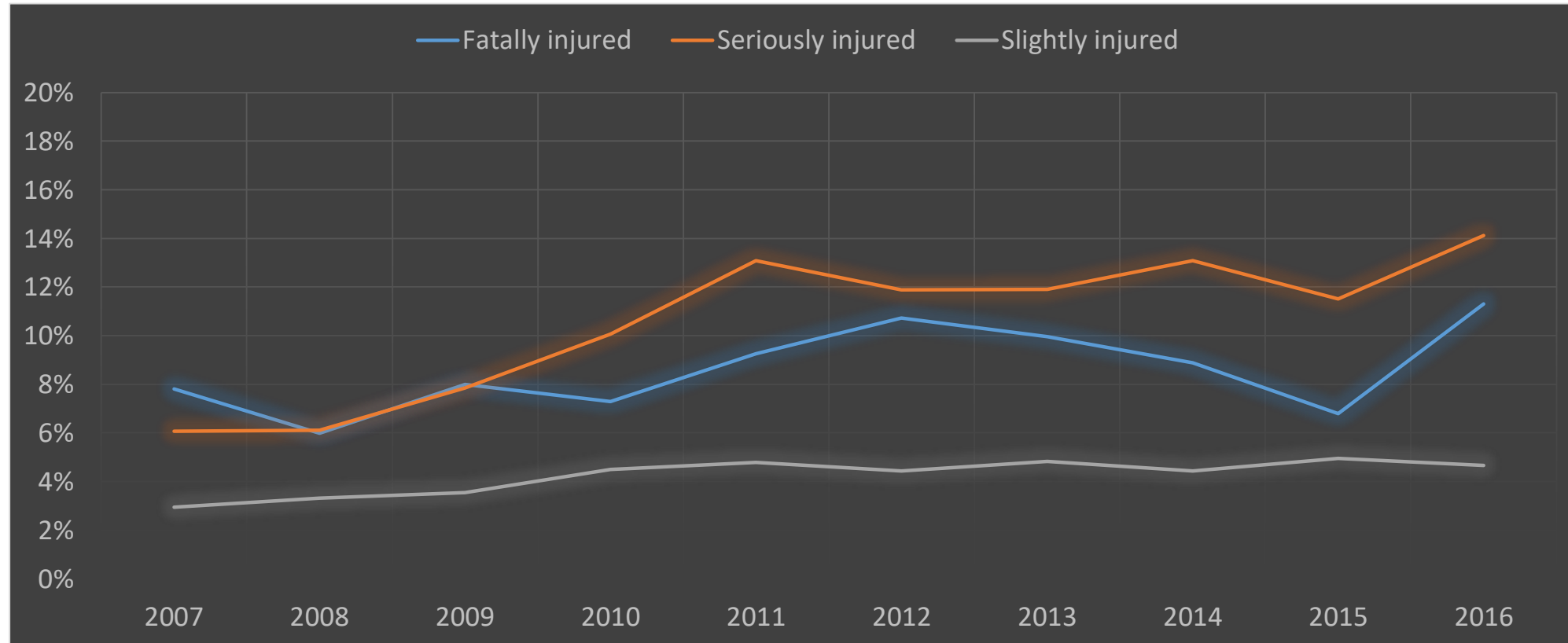


# Drink and drive characteristics in Greece



# ELSTAT - Alcohol-related casualties (1/2)

Percentage of drivers (Killed / Injured) involved in road accidents with alcotest result "more than 0,5 gr/lt" in Greece per total number of drivers (Killed / Injured), 2007 - 2016



Source: ELSTAT, [Data processing: NTUA](#)



# ELSTAT - Alcohol-related casualties (2/2)

Number of drivers (injured or not) involved in road injury accidents per alcotest results in 2016

Alcotest sample type	Alcotest results	Fatally injured	Seriously injured	Slightly injured	Not injured	Fatally injured	Seriously injured	Slightly injured	Not injured
Tested	Less than 0,5 gr/lt	116	225	5,935	6,495	21.2%	36.5%	70.3%	68.3%
	0,5 - 0,8 gr/lt	8	18	167	139	1.5%	2.9%	2.0%	1.5%
	0,8 - 1,0 gr/lt	4	11	54	51	0.7%	1.8%	0.6%	0.5%
	1,0 - 1,5 gr/lt	19	27	90	27	3.5%	4.4%	1.1%	0.3%
	more than 1,5 gr/lt	31	31	83	11	5.7%	5.0%	1.0%	0.1%
	No answer given	302	267	688	705	55.1%	43.3%	8.1%	7.4%
	Sum	<b>480</b>	<b>579</b>	<b>7,017</b>	<b>7,428</b>	<b>87.6%</b>	<b>94.0%</b>	<b>83.1%</b>	<b>78.1%</b>
Not tested		68	37	1,429	2,084	12.4%	6.0%	16.9%	21.9%
Total		<b>548</b>	<b>616</b>	<b>8,446</b>	<b>9,512</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: ELSTAT, [Data processing: NTUA](#)





# Share of alcohol-related casualties

Casualties	2000	2005	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	39%	34%	28%	28%	35%	34%	37%	37%	30%	31%	25%	35%
Serious injuries	36%	21%	19%	18%	21%	23%	27%	23%	21%	23%	21%	28%

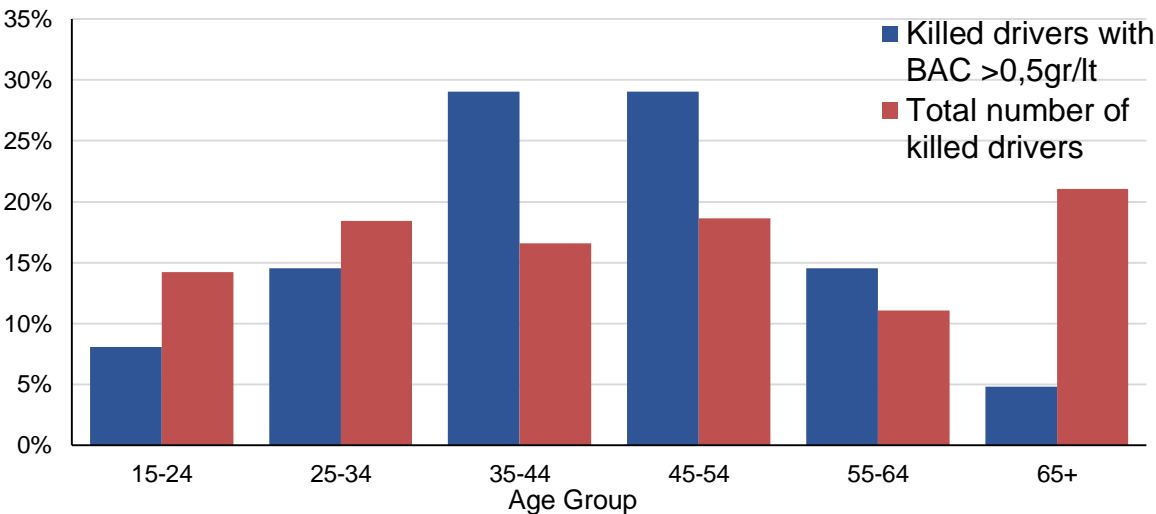
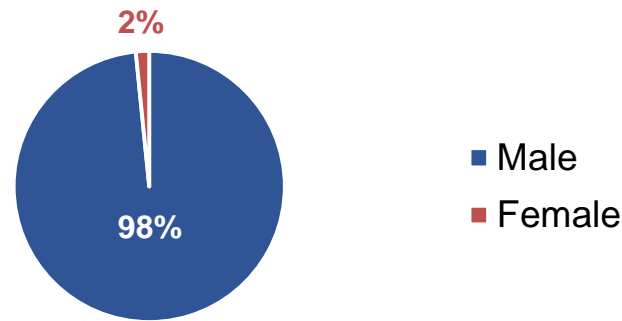
Changes	2015/2016	2010/2015	2000/2015
Alcohol-related fatalities	37%	-4.5%	-12%
Alcohol-related serious injuries	33%	3.4%	-22%

Source: ELSTAT, [Data processing: NTUA](#)

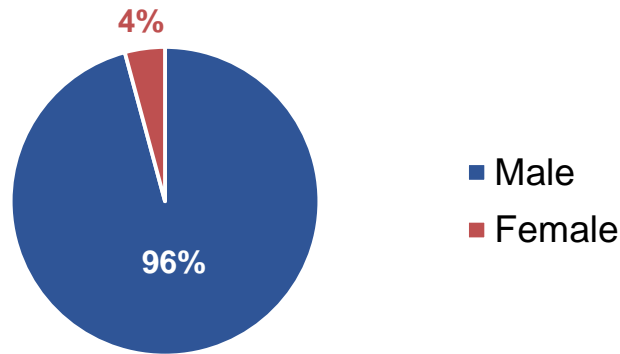


# Alcohol-related driver characteristics

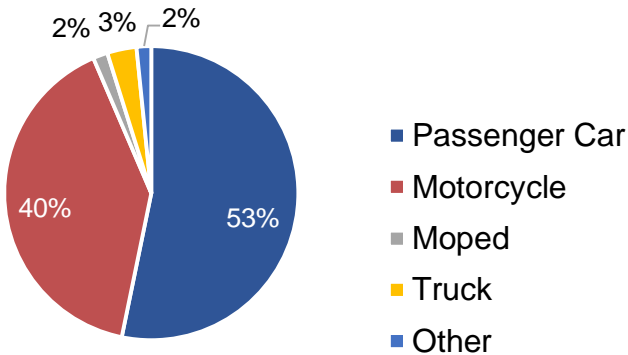
Killed drivers in road accidents with BAC over 0,5 gr/l



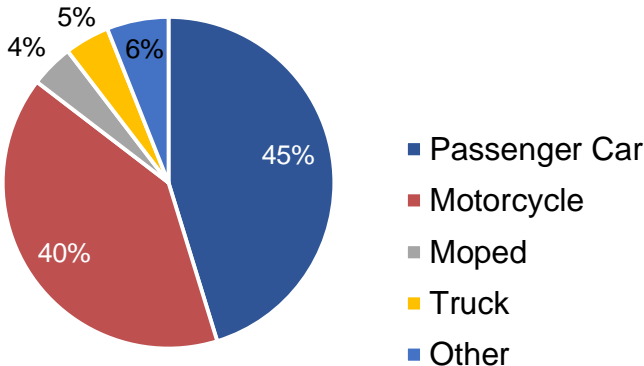
Killed drivers in road accidents



Killed drivers in road accidents with BAC over 0,5 gr/l



Killed drivers in road accidents



# Driver attitudes towards drink and drive

one **FOR**  
the road?





# E-survey of Road Users' Attitudes-ESRA

- A joint initiative of 25 countries aiming at collecting comparable national data on road users' opinions, attitudes and behaviour with respect to road traffic risks.
- In total, the first ESRA survey (2015/2016) gathered data from more than **26,000** road users including **15,600** frequent car drivers.
- ESRA Core Group:  
BRSI (Belgium), KfV (Austria), NTUA (Greece), CTL (Italy), ITS (Poland), PRP (Portugal), BFU (Switzerland)
- The project was funded by the partners' own resources

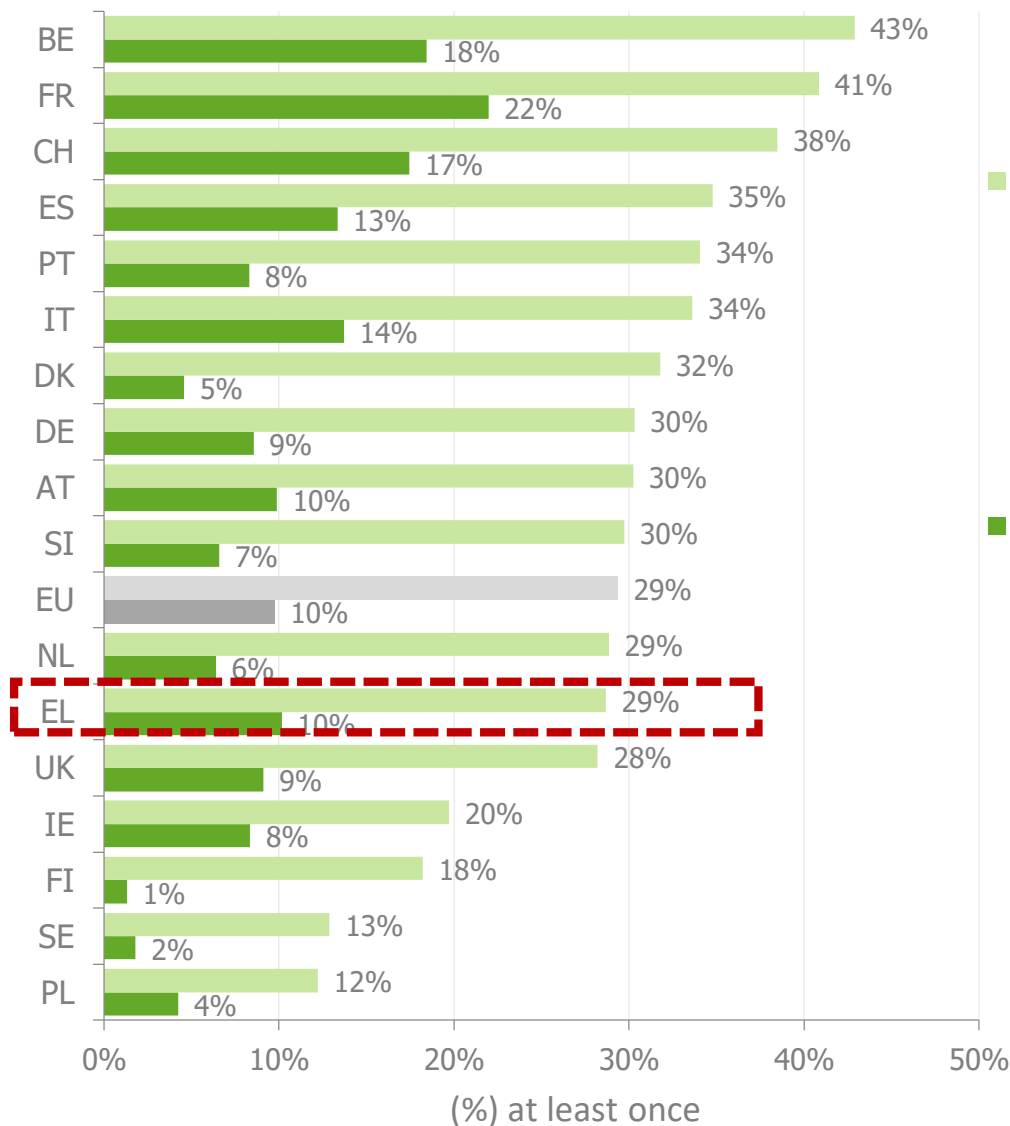


[www.esranet.eu](http://www.esranet.eu)



# Self-reported behaviour of drink-driving

- The **highest** rates of drink driving were recorded in Belgium (43%), France (41%) and Switzerland (38%) and the **lowest** in Poland (12%), Sweden (13%) and Finland (18%).
- The same pattern was found for those who had **admitted driving** when they may have been **over the legal limit**. The **highest** rates were found in France (22%), Belgium (18%) and Switzerland (17%), while the lowest rates were again in Finland (1%), Sweden (2%) and Poland (4%).



Source: ESRA, 2016 ([www.esranet.eu](http://www.esranet.eu))



# ESRA results regarding Greece

- 30% in the past 12 months, as a road user, **drove after drinking alcohol**
- 3,5% feel **acceptable** to drive when they think they may have had too much to drink
- 18,2% feel that it is likely on a typical journey to **be checked by the police** through a breathalyzer test



Belgian Road Safety Institute (2016). Country fact sheet Greece. ESRA project (European Survey of Road users' safety Attitudes). Brussels, Belgium: Belgian Road Safety Institute





# SARTRE-4 Survey

- The objective of the survey (2010/2011), was to investigate with a uniform methodology, the **attitudes, opinions, self-reported behaviour** and **experiences** of European drivers, riders and of non-drivers
- In Greece the sample consisted of 804 participants
  - 602 passenger car drivers
  - 202 motorcycle riders
- The survey consisted of:
  - **Demographic** characteristics
  - **Driving** and **alcohol**
  - **Drug** use





# SARTRE-4 – Findings (2/2)

- Drivers and motorcyclists with a high **level of education** are less likely to drive under the influence of alcohol than those with low education level (6 times less in motorcyclists)
- Passenger car drivers which stated that the **alcohol limit should be higher**, drive under the influence of alcohol more often
- Motorcyclists which stated that driving under the **influence of alcohol is risky**, are not driving under the influence of alcohol



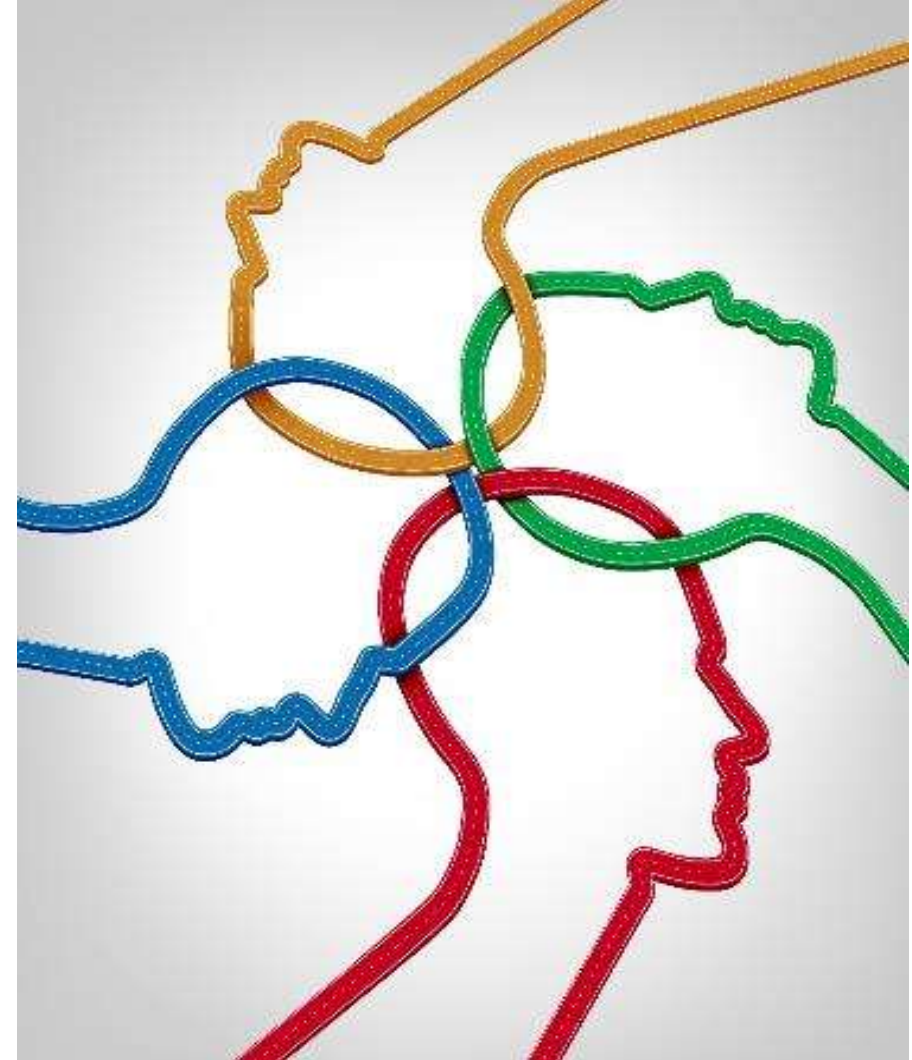


# Conclusions



# Key findings

- The **Alcohol-related road safety indicators** remain high in Greece and do not follow the decreasing trend of most road safety indicators
- The level of **personal acceptability** of drink and drive in Greece is the highest among the European countries (11,8%)
- **Men drivers** especially in the age group of **35-54 years old** are the most prone drivers in alcohol related accidents
- **Passenger car drivers** with BAC over 0,5 gr/ltr in road accidents are killed more than the drivers of other vehicles in Greece





# Priority measures

- **Enforcement** of the legal alcohol limit is the most efficient method to reduce drink and drive
- **Monitoring** alcotest controls and results together with related driver behaviour is essential for any road safety policy (accountability)
- Education and information campaigns including:
  - Driver **rehabilitation** courses
  - Targeted public **campaigns**
  - Education and **training** programmes
- Compulsory introduction of **alcohol interlock** systems in all new vehicles (including PTWs)





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