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.
Data Sources

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
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
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.

• 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/l” in Greece per total number of drivers (Killed / Injured), 2007 - 2016

Source: ELSTAT, Data processing: NTUA

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

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

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

Source: ELSTAT, Data processing: NTUA
## Share of alcohol-related casualties

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>39%</td>
<td>34%</td>
<td>28%</td>
<td>28%</td>
<td>35%</td>
<td>34%</td>
<td>37%</td>
<td>37%</td>
<td>30%</td>
<td>31%</td>
<td>25%</td>
<td>35%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>36%</td>
<td>21%</td>
<td>19%</td>
<td>18%</td>
<td>21%</td>
<td>23%</td>
<td>27%</td>
<td>23%</td>
<td>21%</td>
<td>23%</td>
<td>21%</td>
<td>28%</td>
</tr>
</tbody>
</table>

### Changes

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Alcohol-related fatalities</td>
<td>37%</td>
<td>-4.5%</td>
<td>-12%</td>
</tr>
<tr>
<td>Alcohol-related serious injuries</td>
<td>33%</td>
<td>3.4%</td>
<td>-22%</td>
</tr>
</tbody>
</table>

Source: ELSTAT, [Data processing: NTUA](#)
Alcohol-related driver characteristics

Killed drivers in road accidents with BAC over 0.5 gr/lt

- Male: 98%
- Female: 2%

Killed drivers in road accidents

- Male: 96%
- Female: 4%

Killed drivers in road accidents with BAC over 0.5 gr/lt

- Passenger Car: 53%
- Motorcycle: 40%
- Moped: 2%
- Truck: 3%
- Other: 2%

Killed drivers in road accidents

- Passenger Car: 45%
- Motorcycle: 40%
- Moped: 6%
- Truck: 5%
- Other: 4%

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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
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)
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

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
Passenger car drivers drive under the influence of alcohol in the age group 25-54, while motorcyclists at younger ages.

Passenger car drivers driving under the influence of alcohol are mostly men (3 times more than women).

Drivers who have drinking & driving friends also do the same (1.5 time more the motorcyclists).

Both groups of drivers drive under the influence of alcohol if they feel they can drive safely.
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/Lt 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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