Country Fact Sheets

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Presentation outline

- Objectives
- Implementation steps
- Country Fact Sheets outline
- Country Fact Sheets example
- Limitations
- Future Challenges
Objectives

• Production of 32 Country Fact Sheets.

• Presentation of key results of the second edition of the ESRA survey for each participating country.

• Presentation of figures which show a core set of variables in which each country is compared to regional ESRA2 mean.

• Provision of some basic background data for each participating country.
Implementation steps (1/2)

- Development of ESRA2 **contextual database** (data from external databases and expert survey).

- Selection of variables from ESRA2 **questionnaire**.

- Selection of variables from ESRA2 **contextual database**.
  The **background information** is based on the most recent available data in common data sources (e.g. World Bank, WHO, IRTAD, CARE).

- Definition of a **standard set of findings on key issues** for all Country Fact Sheets with final agreement of all ESRA2 partners.
Implementation steps (2/2)

• Production of **descriptive figures** and **tables** comparing national results (in green) and a regional benchmark (in white).

• Production of **map images** for the first page of each Country Fact Sheet.

• Template adjustment and **synthesis** of all previous steps.

• **Review and final quality check** for each Country Fact Sheet from the respective national partner.

• Production of the **Final** Country Fact Sheets.

• Continuous **coordination** among all partners.
Country Fact Sheets outline

**ESRA2 results**
- Mode of transportation
- Safety feeling
- Self-declared behaviour
- Personal acceptability
- Others’ acceptability
- Enforcement
- Involvement in road crashes
- Vehicle automation

**Background Data**
- Exposure
- Persons killed in road accident by age
- Persons killed in road accidents by transport mode
- Population
- Traffic legislation
Country Fact Sheets example (Greece)

ESRA results

The ESRA survey is conducted in a structured format using computer-assisted telephone interviewing (CATI) and online surveys. The sample is designed to be nationally representative, covering all age groups, genders, and socio-economic groups. The survey collects data on various aspects of road use, such as the frequency of using different types of roads, the number of accidents, and the factors that influence road use.

The survey data is analyzed using statistical software to generate meaningful insights. The results are presented in a clear and accessible format, including charts and graphs, to help policymakers and stakeholders better understand the road use patterns and identify areas for improvement.

Background Data

Vehicular density: 1500 vehicles per km²

Vehicle accidents:
- Rate: 7.5 per 1000 vehicles
- Cost: €1000 per accident

Per capita road investment: €500

Population:
- Total: 8 million
- Urban: 6 million
- Rural: 2 million

Road conditions:
- Good: 10%
- Fair: 50%
- Poor: 40%

Traffic legislation:
- Speed limit: 90 km/h
- Penalties: €100 for each km/h over speed limit

The survey data is used to inform policy decisions and to develop effective measures to improve road safety and reduce traffic congestion. The results are also shared with the public to raise awareness about road use and encourage safer driving habits.
ESRA2 results
Mode of transportation – Safety feeling (Greece)

**Mode of transportation**
During the past 12 months, how often did you use the following transport modes (5-point scale from 1=never to 5=at least 4 days week)

- **Public transport**: 88.1% at least once (2-5)
- **Car as passenger**: 79.8% at least once (2-5)
- **Car as driver**: 60.6% at least once (2-5)
- **Powered Two Wheelers**: 20.6% at least once (2-5)
- **Cyclist**: 94.9% at least once (2-5)
- **Pedestrian**: 96.3% at least once (2-5)

**Safety feeling**
How safe or unsafe do you feel when using the following transport modes (11-point scale from 0=very unsafe to 10=very safe)

- **Public transport**: 7.6 mean (score)
- **Car as passenger**: 7.0 mean (score)
- **Car as driver**: 6.5 mean (score)
- **Powered Two Wheelers**: 5.6 mean (score)
- **Cyclist**: 7.7 mean (score)
- **Pedestrian**: 7.1 mean (score)
Self-declared behaviour (Greece) (1/2)

Over the last 30 days how often did you... (5-point scale from 1=never to 5=almost always)

**DUI as a car driver**
- Drive after taking medication with warning that may influence driving ability: 15.0%
- Drive 1 hour after using drugs (other than medication): 5.0%
- Drive after drinking alcohol: 20.6%
- Drive when you may have been over legal limit for drink-driving: 13.1%

**Distraction & fatigue as a car driver**
- Drive when you were so sleepy that had trouble keeping your eyes open: 19.7%
- Read a text message/email or check social media while driving: 24.2%
- Talk on hands-free phone while driving: 47.7%
- Talk on hand-held phone while driving: 28.6%

**Speeding as a car driver**
- Drive faster than the speed limit on motorways/freeways: 61.5%
- Drive faster than the speed limit outside built-up areas (not motorways/freeways): 67.5%
- Drive faster than the speed limit inside built-up areas: 56.3%

**Seat belt use in a passenger car**
- Travel without seatbelt in back seat: 36.6%
- Non-use of seatbelts among children exempt* from using CRS: 13.0%
- Non-use of CRS among children non-exempt* from using CRS: 15.0%
- Drive without wearing seatbelt: 17.2%
Over the last 30 days how often did you... (5-point scale from 1=never to 5=almost always)

- **Powered Two Wheelers**
  - Read text message/email or check social media while riding a moped/motorcycle: 21.9% at least once
  - Ride a moped or motorcycle without helmet: 42.6% at least once
  - Ride faster than speed limit outside built-up areas (not motorways/freeways): 45.3% at least once
  - Ride when you may have been over legal limit for drink-driving: 19.9% at least once

- **Pedestrians**
  - Non-use of pedestrian crossing when pedestrian crossing is nearby: 74.1% at least once
  - Cross road when pedestrian light is red: 51.8% at least once
  - Read text message/email or check social media while walking: 58.7% at least once
  - Walk while wearing headphones: 33.4% at least once

- **Cyclists**
  - Cycle on road next to cycle lane: 38.7% at least once
  - Read text message/email or check social media while cycling: 23.0% at least once
  - Cycle while wearing headphones: 38.7% at least once
  - Cycle without helmet: 69.2% at least once
  - Cycle when you think you may have had too much to drink: 17.4% at least once

Source: [www.esranet.eu](http://www.esranet.eu)
Personal acceptability (Greece)

How acceptable do you, personally, feel it is for a CAR DRIVER to ... (5-point scale from 1=unacceptable to 5=acceptable)
Others’ acceptability (Greece)

Where you live, how acceptable would most other people say it is for a CAR DRIVER to…
(5-point scale from 1=unacceptable to 5=acceptable)

**DUI**
- Drive 1 hour after using drugs (other than medication)
  - 3.1% 6.1%
- Drive when he/she may be over the legal limit for drink-driving
  - 4.1% 8.1%

**Distraction**
- Read text message/email or check social media while driving
  - 5.7% 16.9%
- Talk on hand-held phone while driving
  - 8.0% 20.5%

**Seat belt**
- Transport children without securing them (child's car seat, seatbelt, etc.)
  - 4.2% 10.3%
- Not wear seatbelt while driving
  - 7.6% 20.4%

**Speed**
- Drive faster than speed limit outside built-up areas (not on motorways/freeways)
  - 15.1% 19.9%
Enforcement (Greece)

Enforcement

On a typical journey, how likely is it that you (as CAR DRIVER) will be checked by police for...

- Using a hand-held mobile phone to talk or text: 16.9% likely
- Wearing your seatbelt: 32.8% likely
- Respecting the speed limits: 38.5% likely
- The use of illegal drugs: 11.2% likely
- Alcohol (being subjected to a Breathalyser test): 20.8% likely

In the past 12 months, how many times (as a CAR DRIVER) have you been checked by the police for...

- The use of drugs (other than medication): 3.9% likely
- Alcohol (being subjected to a Breathalyser test): 18.0% likely

% at least once
Involvement in road crashes - Vehicle automation (Greece)
Background Data
Exposure - Persons killed in road accidents by age group and by transport mode (Greece)

<table>
<thead>
<tr>
<th>ages</th>
<th>year</th>
<th>absolute number</th>
<th>%</th>
<th>absolute number</th>
<th>%</th>
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<td>100.0</td>
<td>25431</td>
<td>100.0</td>
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</table>

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; 2016: BG, CY, MT; others: 2017).

<table>
<thead>
<tr>
<th>mode of transportation</th>
<th>year</th>
<th>absolute number</th>
<th>%</th>
<th>absolute number</th>
<th>%</th>
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<tr>
<td>car (including taxi)</td>
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<td>285</td>
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<td>11631</td>
<td>45.7</td>
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<tr>
<td>moped</td>
<td>2017</td>
<td>32</td>
<td>4.4</td>
<td>607</td>
<td>2.4</td>
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<tr>
<td>motorcycle</td>
<td>2017</td>
<td>216</td>
<td>29.5</td>
<td>3850</td>
<td>15.1</td>
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<td>pedestrian</td>
<td>2017</td>
<td>11</td>
<td>1.5</td>
<td>2003</td>
<td>7.9</td>
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<tr>
<td>other</td>
<td>2017</td>
<td>69</td>
<td>9.4</td>
<td>1957</td>
<td>7.7</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2017</td>
<td>731</td>
<td>100.0</td>
<td>25431</td>
<td>100.0</td>
</tr>
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</table>

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; 2016: BG, CY, MT; others: 2017).
Population – Traffic Legislation (Greece)

### Traffic legislation in Greece

<table>
<thead>
<tr>
<th>Speed limits for passenger cars</th>
<th>(km/h)</th>
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</thead>
<tbody>
<tr>
<td>motorways</td>
<td>130</td>
</tr>
<tr>
<td>secondary or regional roads</td>
<td>90</td>
</tr>
<tr>
<td>in built-up areas</td>
<td>50</td>
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</table>

<table>
<thead>
<tr>
<th>Drink-driving</th>
<th>BAC limits</th>
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</thead>
<tbody>
<tr>
<td>max. BAC for drivers (g/l)</td>
<td>0.5</td>
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<tr>
<td>max. BAC for young/novice drivers (g/l)</td>
<td>0.2</td>
</tr>
<tr>
<td>max. BAC for professional drivers (g/l)</td>
<td>0.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Protective systems</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>obligation to use seatbelt in front seat</td>
<td>yes</td>
</tr>
<tr>
<td>obligation to use seatbelt in rear seat</td>
<td>yes</td>
</tr>
<tr>
<td>obligation to use child restraint systems for transport of children</td>
<td>yes</td>
</tr>
<tr>
<td>obligation to use a helmet as a moped rider</td>
<td>yes</td>
</tr>
<tr>
<td>obligation to use a helmet as a motorcyclist</td>
<td>yes</td>
</tr>
</tbody>
</table>

**Source:** IRTAD Annual Report 2018

### Population

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<tr>
<th></th>
<th>year</th>
<th>EL</th>
<th>EU</th>
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</thead>
<tbody>
<tr>
<td>population (M. inhab.)</td>
<td>2017</td>
<td>10.8</td>
<td>512.4</td>
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<tr>
<td>density (inhab./km²)</td>
<td>2017</td>
<td>81.5</td>
<td>116.94</td>
</tr>
<tr>
<td>males (% of total)</td>
<td>2017</td>
<td>49.2</td>
<td>49.0</td>
</tr>
<tr>
<td>females (% of total)</td>
<td>2017</td>
<td>50.8</td>
<td>51.0</td>
</tr>
<tr>
<td>urban (% of total)</td>
<td>2017</td>
<td>79.0</td>
<td>75.4</td>
</tr>
<tr>
<td>internet users (per 100 people)</td>
<td>2017</td>
<td>70</td>
<td>81</td>
</tr>
</tbody>
</table>

**Source:** World Bank
Limitations

• **No common database** to fill in all the variables for all countries.

• In the contextual database, useful variables that could be used in the Country Fact Sheets are missing for the majority of the countries (e.g. person-kms, accidents attributing to speeding, DUI, etc.)

• Especially, for the five **African countries** and **India** basic variables such as fatalities by transport mode and fatalities by age group are not available.

• Country Fact Sheets should be short and consequently **all the survey results** could not be included.
Future challenges

• **Expand** this attitudes survey globally and produce Country Fact Sheets for more countries, as a key road user behaviour monitoring tool, supporting accountability for Authorities.

• **Repeat** systematically this initiative and compare the progress for each country through the respective Country Fact Sheet in combination with other mobility and safety changes.

• **Measuring revealed behaviour** of road users and comparing it with reported attitudes from ESRA Country Fact Sheets would allow for a more clear picture of road safety behaviour of road users globally.
Thank you very much for your attention!

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