



Ministry of Communications and Transport
Bosnia and Herzegovina



Bosnia and Herzegovina
Transport-related SDGs and Road Safety System

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The Road Safety Strategy in Greece

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Presentation Outline

1. Key Road Safety Figures
2. Road Safety Strategy in Greece (2001-2010)
3. Road Safety Strategic Plan (2011-2020)
4. Concluding Remarks



Key Road Safety Figures



Basic road safety figures



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2019/2010
Injury Road accidents	15,032	13,849	12,398	12,109	11,690	11,440	11,318	10,848	10,737	10,762	-28%
Fatalities	1,258	1,141	988	879	795	793	824	731	700	699	-44%
Serious Injuries	1,709	1,626	1,399	1,212	1,016	999	879	706	727	636	-63%
Slight Injuries	17,399	15,633	14,241	13,963	13,548	13,097	12,946	12,565	12,422	12,059	-31%
Vehicle Fleet (x1000)	8,062	8,087	8,070	8,035	8,048	8,076	8,173	8,263	8,237	8,266	3%
Fatalities per million vehicles	156	141	122	109	99	98	101	88	85	85	-46%
Speed infringements	263,382	238,033	186,675	178,816	156,892	173,476	176,592	208,190	213,333	208,079	-21%
Drink & drive infringements	38,033	34,992	30,707	30,853	29,597	29,191	33,192	32,964	33,394	32,952	-13%
Seat belt infringements	49,703	37,120	33,722	35,478	34,526	29,611	34,831	31,510	33,380	31,626	-36%
Helmet infringements	51,526	47,250	47,736	58,122	54,354	52,783	63,971	59,405	52,706	46,381	-10%

Road fatalities in Greece have decreased by **44%** since 2010, however injury road accidents decreased only by **28%**

The rate fatalities per number of vehicles **has decreased** by **46%** since 2010

A stagnation of road fatalities in 2019 is observed

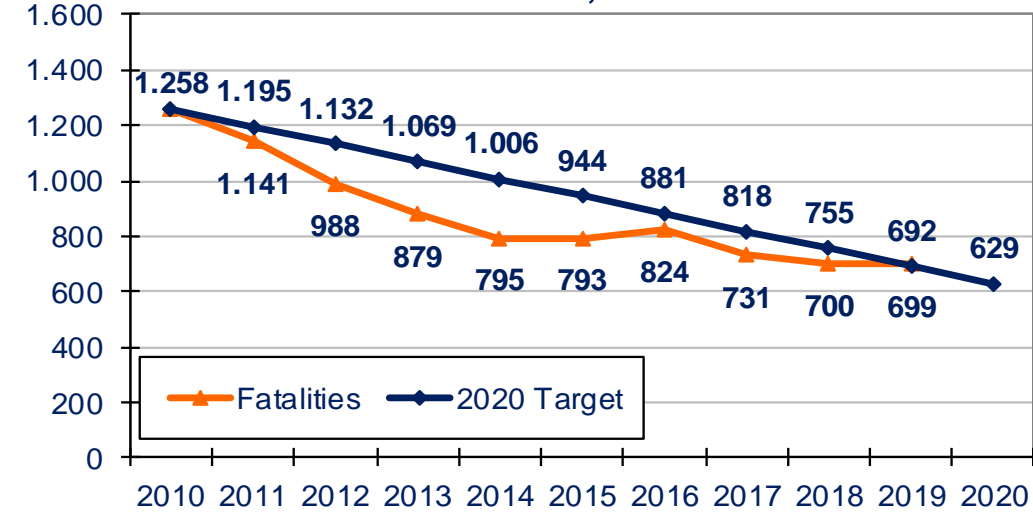


Notes: Figures in italics are based on provisional data
 Issued: March 3rd, 2020
 About the data: www.nrso.ntua.gr/wp-content/uploads/nrso-data-gr5.pdf
 Sources: Hellenic Statistical Authority (ELSTAT)
 Traffic Police
 Processing: NTUA - Road Safety Observatory

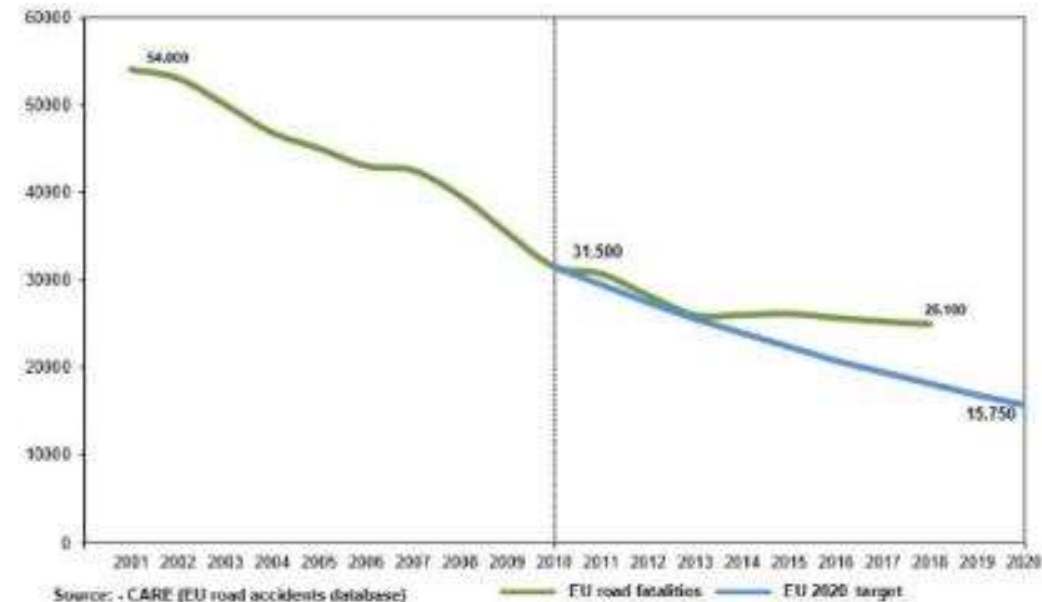
Road Safety Evolution and Target

- **700 fatalities** in 2018: the best ever performance since 1965
- The most impressive road safety improvement in the EU since 2010: **43%** road fatalities decrease
- The respective decrease in the EU was **22%** over the same period
- In 2019, the number of road fatalities is estimated to remain stable
- Around **70 lives to be saved** to reach the 2020 target

Road Accident Fatalities, Greece 2010-2020



Road fatalities, EU 2001-2020



Road Safety in Greece

- Significant part of the fatalities reduction since 2010 is attributed to the **economic crisis**
- Several **positive activities** also contributed to this improvement:
 - great **improvement of the main road network** (from 750km of motorways in 2007 to 2.200 km in 2018)
 - several Local Authorities implemented **city mobility and safety plans**
 - **implementation of all EU Directives** and all procedures is always tighter
 - new **traffic fines scheme** (2018) based on infringement safety importance and offenders' income
 - introduction of **vehicle control inspection run by private entities**; very efficient against corruption



Road Safety Strategy in Greece (2001-2010)



Road Safety Strategic Plans (2001-2010)

- **1st Strategic Plan** for the Improvement of Road Safety in Greece (2001-2005)
 - **Target:** decrease of 20% up to 2005 and 40% up to 2015 in road fatalities compared to 2000.
 - **Actual result:** decrease of 18,6%
- **2nd Strategic Plan** for the Improvement of Road Safety in Greece (2006-2010)
 - **Target:** decrease the number of road fatalities, in 2010, by 50%, compared to 2000.
 - **Actual result:** decrease of 37,1%



Lessons from the implementation of road safety strategies in Greece 2001 - 2010

- The low road safety level in Greece, with more than 15.000 accidents and 1.500 yearly fatalities, and related social costs exceeding 4 billion euro, was strongly associated with the **lack of an integrated national road safety policy**
- The lack of a central authority in charge of road safety management, together with some overlap and ambiguity in the responsibilities of the several involved authorities resulted in a **lack of systematic and long-term road safety planning and monitoring**
- Road safety programmes and measures were often **poorly implemented**, and seldom monitored or evaluated



Lessons from the implementation of road safety strategies in Greece 2001 - 2010

- The measures of the 1st and 2nd National Strategic Plan were **not efficiently implemented** beyond 2003, resulting in a stabilization of the number of fatalities and an increase of the deviation from the adopted national (and EU) target for reduction of fatalities
- Additional **factors related to the current low road safety level** in Greece concern not only the aggressive and risk-taking behaviour, together with a low compliance to traffic rules of Greek drivers, but also the significantly high traffic of motorcycles and pedestrians. Young drivers and two-wheeler riders are particular high-risk groups.



Road Safety Strategic Plan (2011-2020)



RS Strategic Plan in Greece, 2011-2020

- Developed by the **Department of Transportation Planning and Engineering of NTUA** for the Ministry of Infrastructure, Transport and Networks.
- **1st phase:** national and international assessment, targets and structure
- **2nd phase:** measures, programmes, implementation plan



Steps for the development of the Strategic Plan

- Assessment of the implementation of the **previous Road Safety Strategic Plans**
- Identification, analysis and assessment of **critical road safety parameters** in Greece
- Identification, analysis and assessment of European and **international road safety developments**
- Setting up the **targets** and the **structure** of the Strategic Plan
- Development of road safety **programmes and measures**
- Development of the framework for the **implementation, monitoring and assessment**



The road safety target 2011 - 2020

- Adoption of the new EU target for reducing the number of road fatalities by **50% by 2020** comparing to those in 2010.
 - 650 lives to be saved annually (from 1.300 fatalities in 2010 to 650 fatalities in 2020).
Estimated actual result: decrease of 43%
- Intermediate targets
 - **2010-2014**: Decrease of 90 fatalities per year
Actual result: average annual decrease of 115 fatalities
 - **2014-2020**: Decrease of 50 fatalities per year
Estimated actual result: average annual decrease of around 60 fatalities

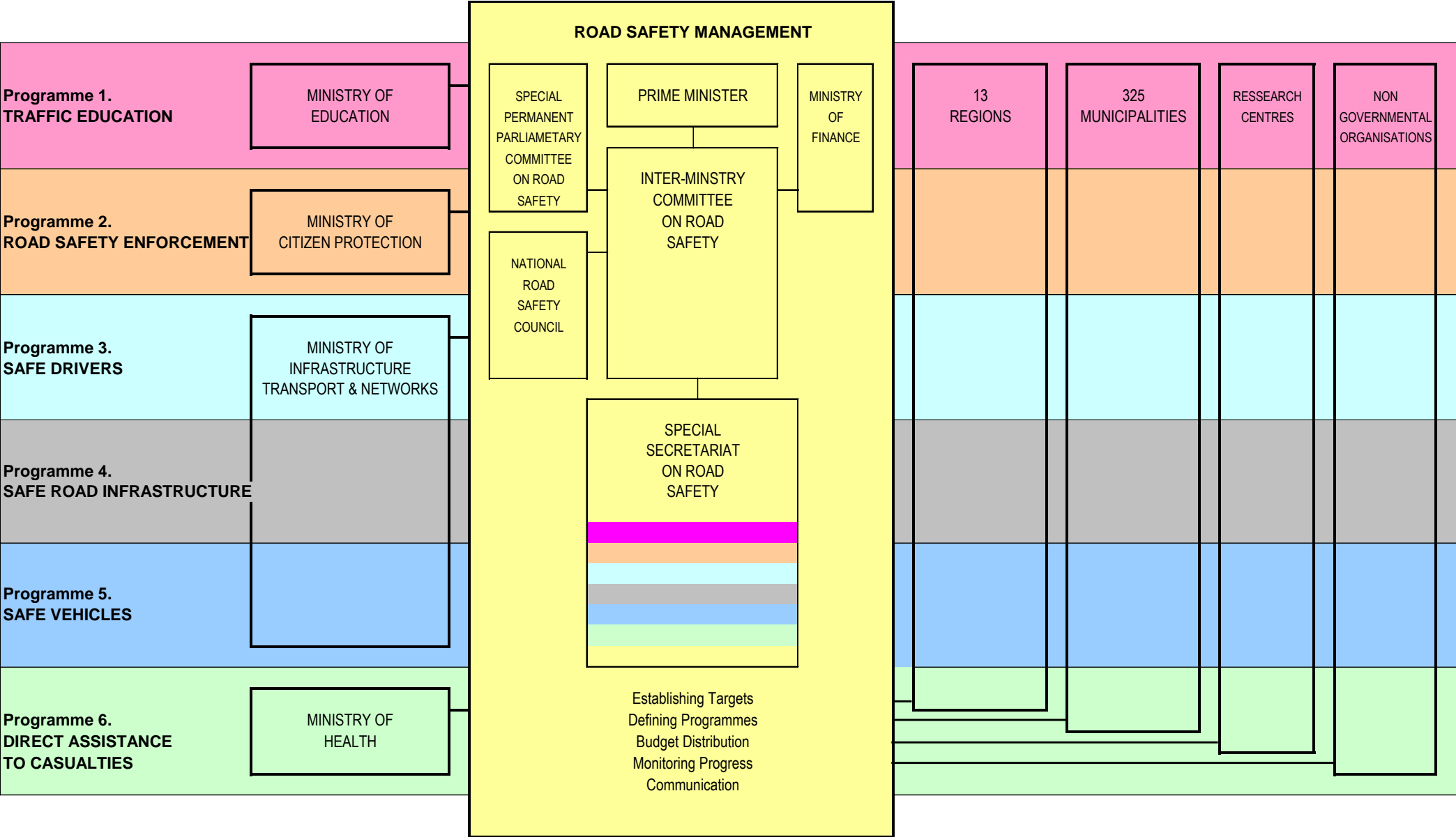


The vision: Developing Road Safety Culture

- Introduce road safety values, attitudes, beliefs, expectations, decisions and guide and **motivate cultural-based behaviors** in the Greek society
- Focus not only to road safety culture of the driving population, but also to **road safety culture of the authorities** in charge of planning, implementing and enforcing road safety policy
- A **proactive, long-term focus** is needed to cultivate and sustain road safety culture transformation, including traffic education and engagement of the mass media
- **Traditional interventions must be combined with cultural-based interventions** involving changes in attitudes and perceptions of normative behaviors at the community and individual levels

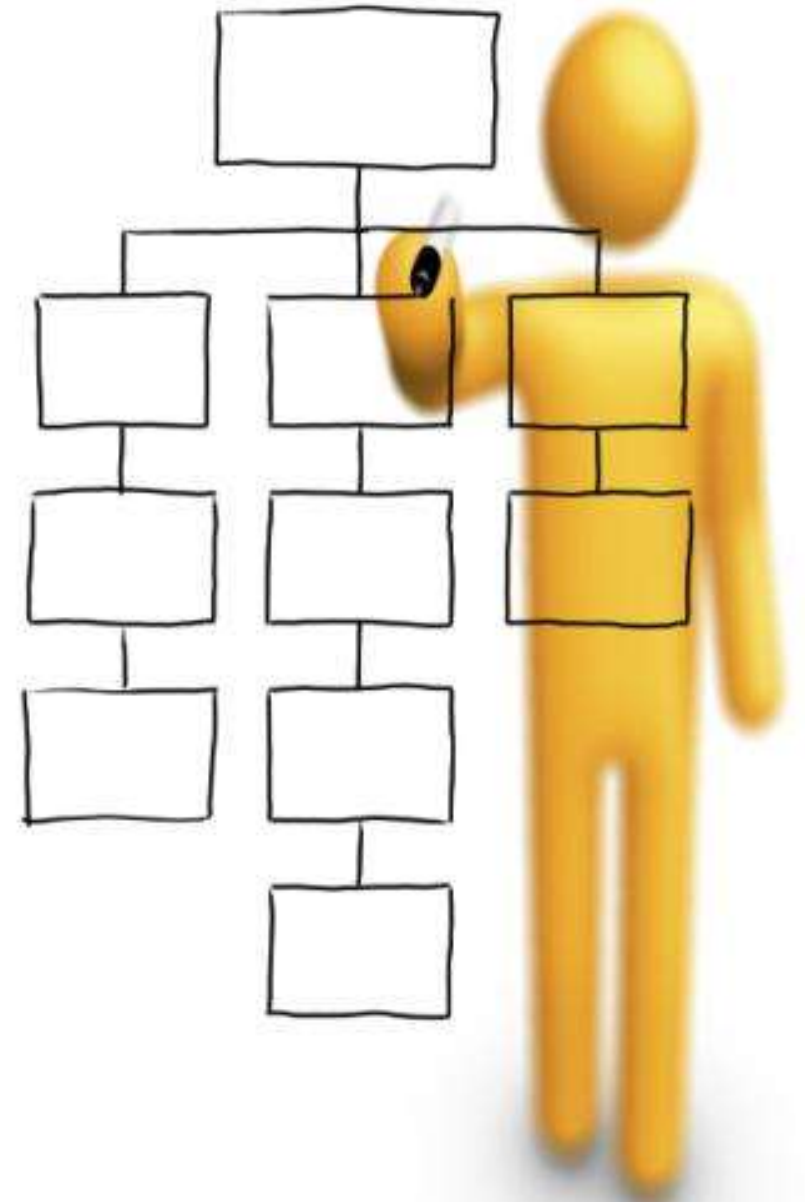


Structure of the National RS Strategic Plan (1/3)



Structure of the National RS Strategic Plan (2/3)

- The **Road Safety Inter-Ministry Committee** is in charge for:
 - setting and updating the targets
 - the approval of the programmes
 - securing the budget
 - the appropriate functioning of the Special Secretariat
 - accountability to the Prime Minister and the Parliament
- The **Road Safety Special Secretariat** is in charge for:
 - preparing the programmes
 - the budget distribution
 - monitoring progress
 - communication
 - accountability to the Inter-Ministry Committee



Structure of the National RS Strategic Plan (3/3)

- Road Safety Inter-Party Committee of the Parliament controls the performance of the Road Safety Inter-Ministry Committee
- **Ministries, Regional and Municipal Authorities**, are in charge for:
 - preparing the measures
 - implementing the measures
 - accountability to the Road Safety Special Secretariat
- **Ministries of Finance and of Interior** participate and support the Inter-Ministry Committee and are in charge to secure the budget and the cooperation of the regional and Municipal Authorities
- The **National Road Safety Council** has an advisory role for all issues of the competence of the Inter-Ministry Committee



The six road safety programmes

- In **each programme**, there are foreseen:
 - specific annual targets
 - specific budget
 - specific measures
 - specific timelines
- The **responsibility** for the implementation of every measure belongs to:
 - the Ministries
 - the Regional Authorities
 - the Municipal Authorities
 - the research centres and the NGOs
- **Budget distribution** is linked with the degree of implementation and their efficiency.



Concluding Remarks



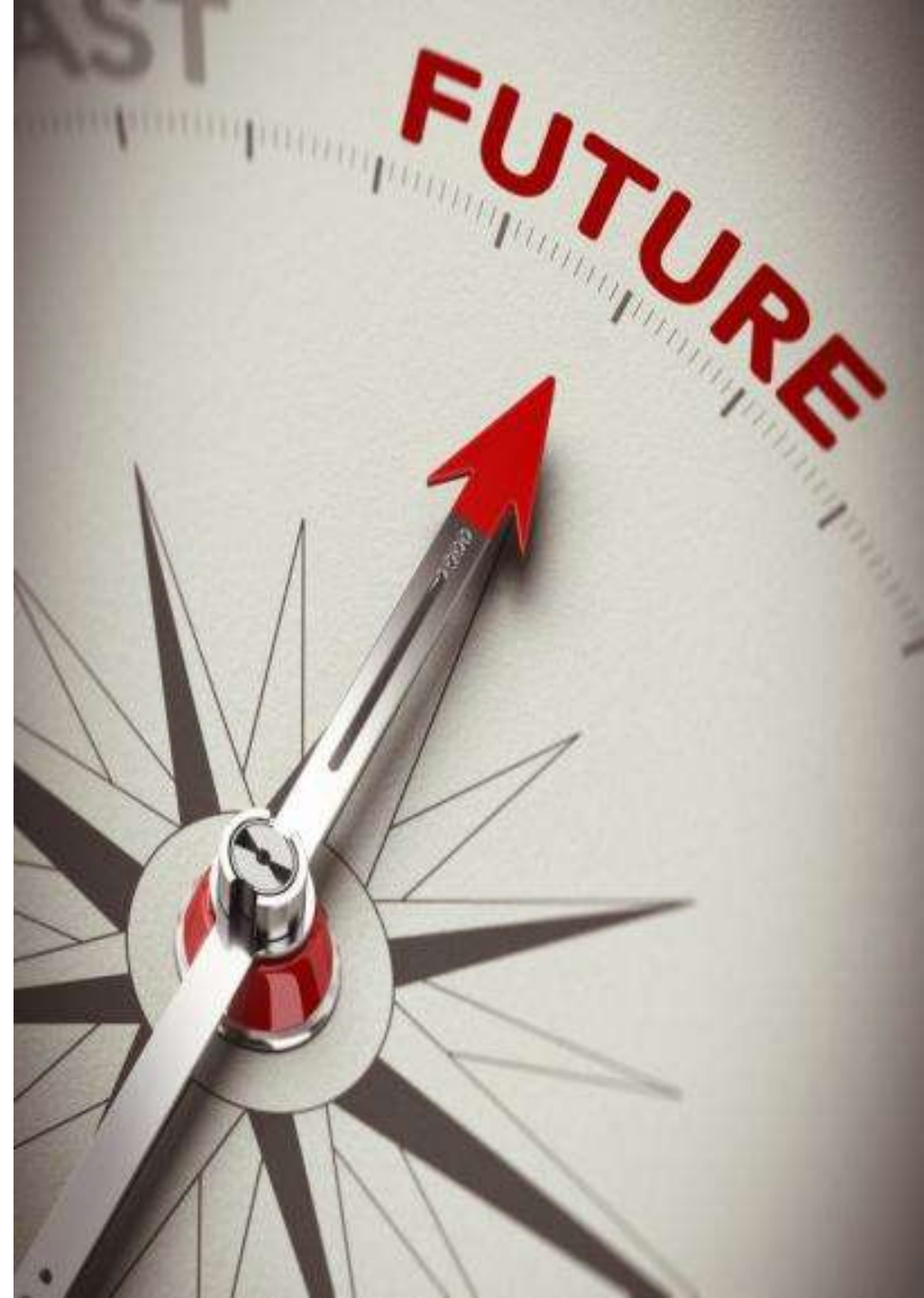
Overall Assessment of the RS Strategic Plan

- The **targets** of the 3rd RS Strategic Plan are close to be reached, despite the partial implementation of the programmes
- **Authorities and Society** have not given the necessary priority to the problem of road accidents
- **Public administration deficiencies** limit significantly the efficiency of any road safety measures (lack of safe system approach)
- **Lack of accountability** due to overlap of duties and responsibilities



Key Challenges

- The **significant reduction of road casualties** during the last decade, mainly attributed to the economic crisis and the significant upgrade of the road network indicates that there is a **great potential for further improvements**
- The **consistent and continuous implementation** of the priority measures by all parties involved at national, regional and local level is not only a tool for the achievement of the targets, but also a challenge for citizens and authorities to **work together** for a significant improvement of road safety level in Greece



Prerequisites for the success

- **Strong political will** at the highest political level and **financial support** in order to activate the necessary mechanisms for the efficient implementation of the Strategic Planning
- **Intensification of enforcement** by the Traffic Police with emphasis on the most dangerous behavioural offenses
- **Systematic monitoring** of the implementation of actions and of the factors affecting the road safety level (through KPIs)
- Development and implementation of an **effective road infrastructure safety management system**
- Design and implementation of an **integrated policy to promote safe driving behaviour**



Success?
It depends on you!

Conclusions

- The road safety level in a country or a region **reflects the culture in this country** or region and it is linked to the efforts on time and resources put
- It is fundamental duty of the each State to protect citizens' lives that are literally lost in vain in road accidents just because the issue of Road Safety is not dealt within a **scientific and responsible way**





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