



Banja Luka
IX International Conference
"Road Safety in Local Communities"
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Road Safety Strategy in Greece

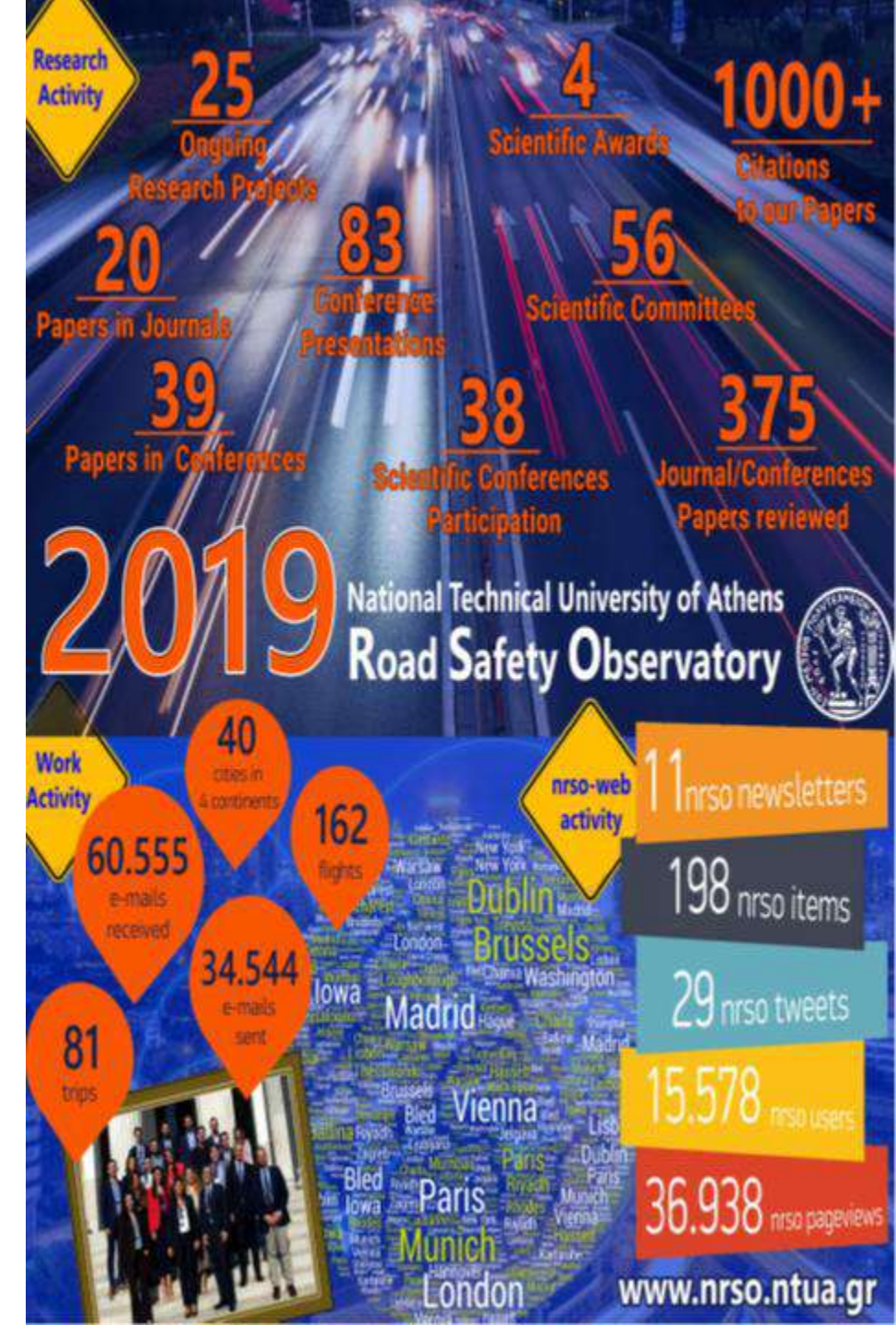
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NTUA Road Safety Observatory

- The NTUA Road Safety Observatory (www.nrso.ntua.gr) is a **Center of Research and Innovation Excellence** in Road Safety, with global recognition [ranked: 2nd in Europe and 6th worldwide (AAP 2018)]
- A **team of 25+ scientists**, with internationally recognized Professors, Post Doctoral Researchers, PhD Candidates & Transportation Engineers
- An international **reference website – information system** with state-of-the-art road safety data and knowledge with:
 - more than 3.000 visits per month
 - tens of tweets and social media posts annually
 - more than 100 electronic newsletters since 2004
- An excellent **research activity**:
 - More than 100 Diploma Theses & 6 PhD Theses
 - More than 100 research projects, mostly through highly competitive procedures
 - More than 500 scientific publications (> 200 in journals), widely cited worldwide
 - More than 100 scientific committees
 - International collaborations: European Commission, UN/ECE, OECD/ITF, WHO, World Bank, EIB, CEDR, FEHRL, ERF, IRF, UITP, ETSC, WCTR, TRB, decades of universities and Research Centers



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	8,402	4%
Fatalities per million vehicles	156	141	122	109	99	98	101	88	85	83	-47%
Speed infringements	263,382	238,033	186,675	178,816	156,892	173,476	176,592	208,190	213,333	234,169	-11%
Drink & drive infringements	38,033	34,992	30,707	30,853	29,597	29,191	33,192	32,964	33,394	31,557	-17%
Seat belt infringements	49,703	37,120	33,722	35,478	34,526	29,611	34,831	31,510	33,380	34,594	-30%
Helmet infringements	51,526	47,250	47,736	58,122	54,354	52,783	63,971	59,405	52,706	52,089	1%

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

Fatalities

Road fatalities, Greece 2010-2019

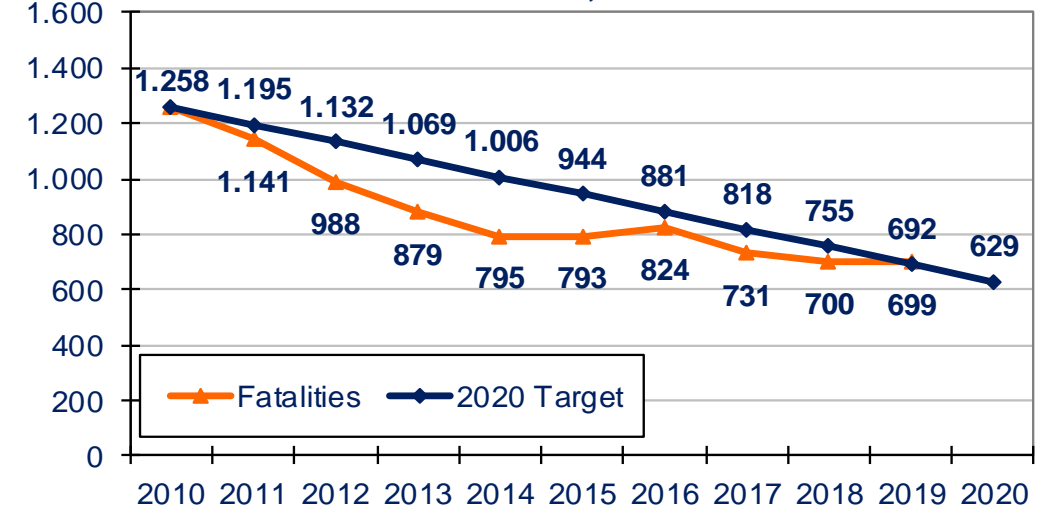


Notes: Figures in italics are based on provisional data
 Issued: March 3rd, 2020
 About the data: www.nrso.ntua.gr/wp-content/uploads/nrso-data-gr5.pdf
 Sources: Hellenic Statistical Authority (ELSTAT)
 Traffic Police
 Processing: NTUA - Road Safety Observatory

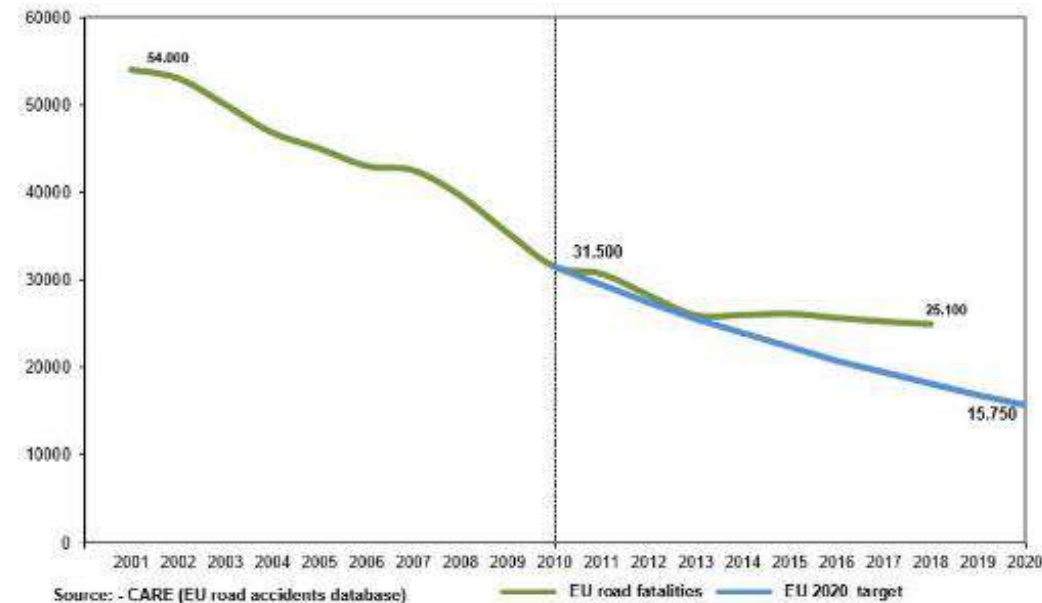
Road Safety Evolution and Target

- **699 fatalities** in 2019: the best ever performance since 1965
- The most impressive road safety improvement in the EU since 2010: **44%** 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)



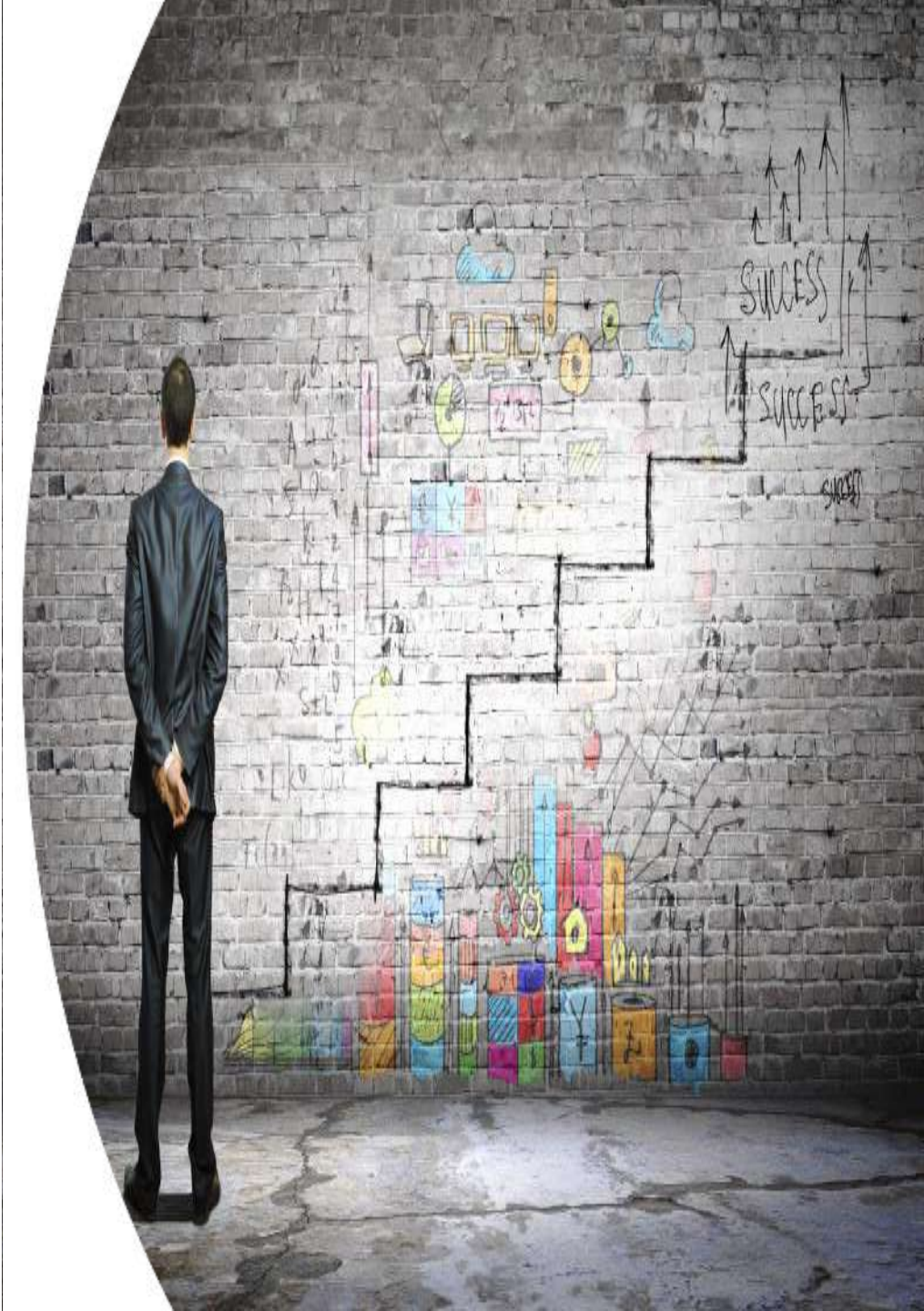
RS Strategic Plan in Greece, 2011-2020

- 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 1.258 fatalities in 2010 to 629 fatalities in 2020).
- Intermediate targets
 - **2010-2014**: Decrease of 90 fatalities per year
Actual result: average annual decrease of 116 fatalities
 - **2015-2020**: Decrease of 50 fatalities per year
Estimated actual result: average annual decrease of around 40 fatalities

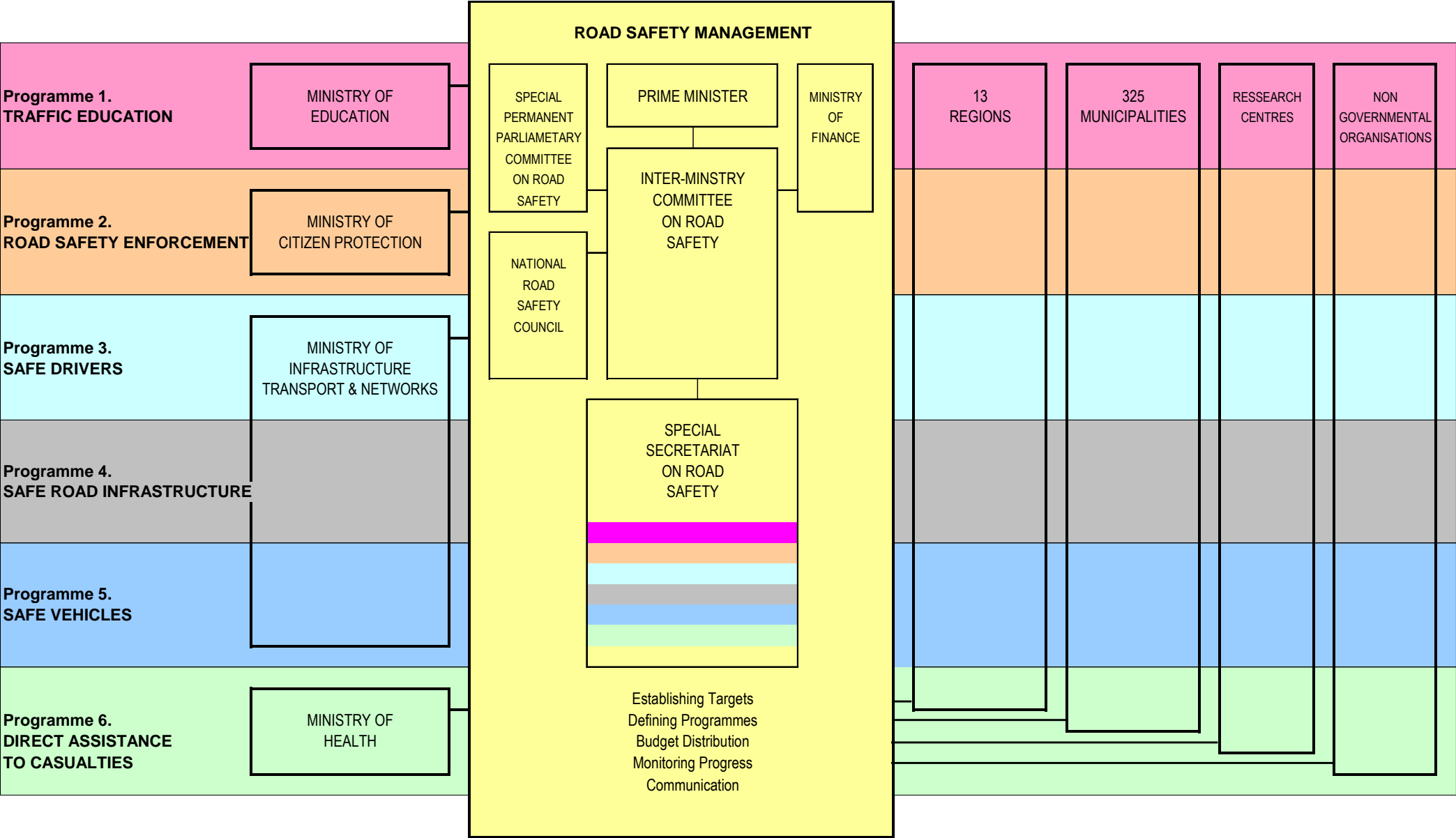


The vision: Developing Road Safety Culture

- 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

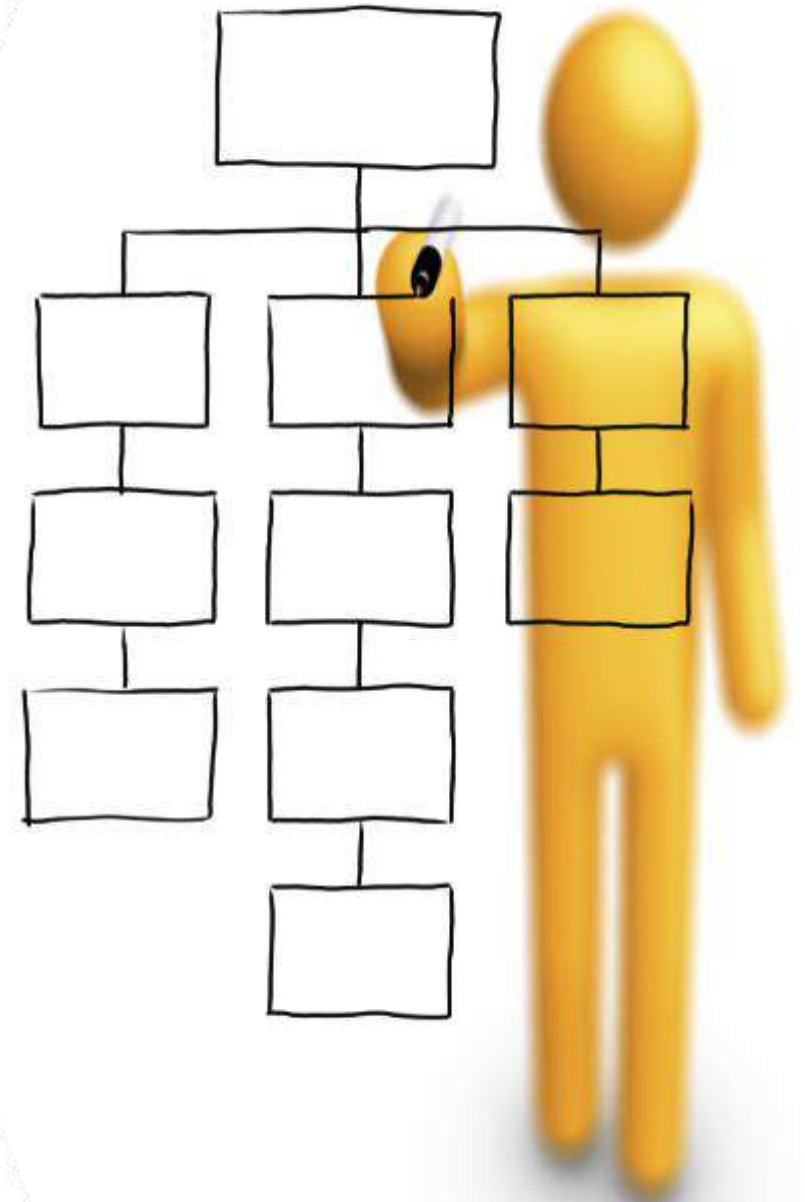


Structure of the National RS Strategic Plan (1/3)



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**



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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