Development of the Road Safety Strategic Plan in Greece 2021-2030

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Together with:
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Background

- Road accidents are a major global social problem which the United Nations General Assembly has called "Global Road Safety Crisis".
- **Safe System Approach**: Accept that no person should be killed or seriously injured in road accidents and share responsibility for road safety.
- **Vision Zero**: Complete elimination of the number of deaths and serious injuries in road accidents.
- **Sustainable Development Goals (WHO-UN)**
- 3rd Global High-Level Conference on Road Safety – Stockholm Declaration
- EU road safety policy framework 2021-2030: Halve the number of road deaths and serious injuries.
Road safety in Greece

- The economic and social costs of road deaths, injuries and material damages of recorded road accidents with victims is estimated about €2.4 billion per year.

- Greece was the only EU country that achieved the decade 2010-2020 target of 50% road fatalities reduction, with a performance of -54%.

- However, Greece is still ranked 20th among EU countries.

- Greek drivers have significantly improved their driving behavior, initially due to the financial crisis, but then maintained this behavior as a result of a continuously improved road safety culture.
Road accident factors in Greece

- Driving at high speeds
- High rates of motorcyclists
- Low rates of belt and helmet use, especially for passengers
- Unorganized and unprotected traffic of vulnerable road users
- Driving under the influence of alcohol and using a mobile phone
- Aggressive driving

Source: ELSTAT, Care
Basic road safety figures in Greece 2010-2020

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</thead>
<tbody>
<tr>
<td>Injury Road accidents</td>
<td>15,032</td>
<td>13,849</td>
<td>12,398</td>
<td>12,109</td>
<td>11,690</td>
<td>11,440</td>
<td>11,318</td>
<td>10,848</td>
<td>10,737</td>
<td>10,712</td>
<td>-15.0%</td>
<td>-39.4%</td>
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<tr>
<td>Fatalities</td>
<td>1,258</td>
<td>1,141</td>
<td>988</td>
<td>879</td>
<td>795</td>
<td>793</td>
<td>824</td>
<td>731</td>
<td>700</td>
<td>688</td>
<td>579</td>
<td>-15.8%</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>1,709</td>
<td>1,626</td>
<td>1,399</td>
<td>1,212</td>
<td>1,016</td>
<td>999</td>
<td>879</td>
<td>706</td>
<td>727</td>
<td>652</td>
<td>487</td>
<td>-25.3%</td>
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<tr>
<td>Slight Injuries</td>
<td>17,399</td>
<td>15,633</td>
<td>14,241</td>
<td>13,963</td>
<td>13,548</td>
<td>13,097</td>
<td>12,946</td>
<td>12,565</td>
<td>12,422</td>
<td>12,350</td>
<td>10,130</td>
<td>-18.0%</td>
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<tr>
<td>Vehicle Fleet (x1000)</td>
<td>8,062</td>
<td>8,087</td>
<td>8,070</td>
<td>8,035</td>
<td>8,048</td>
<td>8,076</td>
<td>8,173</td>
<td>8,263</td>
<td>8,237</td>
<td>8,402</td>
<td>8,519</td>
<td>1.4%</td>
</tr>
<tr>
<td>Fatalities per million vehicles</td>
<td>156</td>
<td>141</td>
<td>122</td>
<td>109</td>
<td>99</td>
<td>98</td>
<td>101</td>
<td>88</td>
<td>85</td>
<td>82</td>
<td>68</td>
<td>-17.0%</td>
</tr>
</tbody>
</table>

Speed infringements
- 2019/20: -11.1%
- Drink & drive infringements: -17.0%
- Seat belt infringements: -30.4%
- Helmet infringements: 1.1%

Road fatalities in Greece have decreased by 54% since 2010, however injury road accidents decreased only by 39%.

A significant annual decrease by 16% in road fatalities was recorded in 2020, also due to the pandemic and related traffic restrictions.

Framework and Objectives

- Adoption of:
  - Safe System Approach
  - Vision Zero by 2050

- Alignment with the European Strategy aiming to reduce the number of fatalities and serious injuries in road accidents by 50% by 2030 with 2019 as the baseline year (according to EU decisions)
Methodological Framework

1. Evaluation of Strategic Plans in Greece
2. Review of implementation of strategies and action plans internationally
3. Definition of road safety vision for Greece
4. Definition of road safety structure and programmes
5. Definition of road safety action plan
6. System for monitoring actions and performance
7. Public Consultation
8. Digital road safety applications
9. Project Management
Ambitious Vision – Shared responsibility

- Vision zero road accidents
- Individual realistic targets
- Safe mobility
  (Public Transport, low speeds)

Shared Responsibility
- Safe System Approach
- Authorities accountability
- Change of habits

Innovative Technologies
- Digital management
- Dynamic interconnectivity
- Traffic automation

Effective Implementation
- Funding
- Administration
- Monitoring
Open Public Consultation

- All key components of the Strategic Plan will be subject to a wide and organized Open Consultation.

- The aim of the Consultation is the wide participation of all public and non-public road safety stakeholders in the formulation of the National Strategic Road Safety Plan, marking the transition to a new, modern and effective road safety management.

www.nrso.ntua.gr/nrss2030
Scientific and Social Impact

- All road **safety factors** (road user, road environment, vehicles, enforcement, social, institutional and economic environment) will be addressed in the proposed programmes

- The need for developing a **shared responsibility** will be clearly established

- For the first time all public and non-public road safety stakeholders can actively participate in the development of the strategic plan through a wide and organized **consultation**

- Multi-level **digital applications** will be exploited to make technology a great ally in the new road safety model
The key to achieving the ambitious vision of the strategic plan is its effective implementation.

The successful implementation requires:

- targeted and efficient **funding**
- strong and knowledgeable **administration**
- appropriate selection of **initiatives**
- continuous **monitoring**, review and improvement
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